VOLUME 20

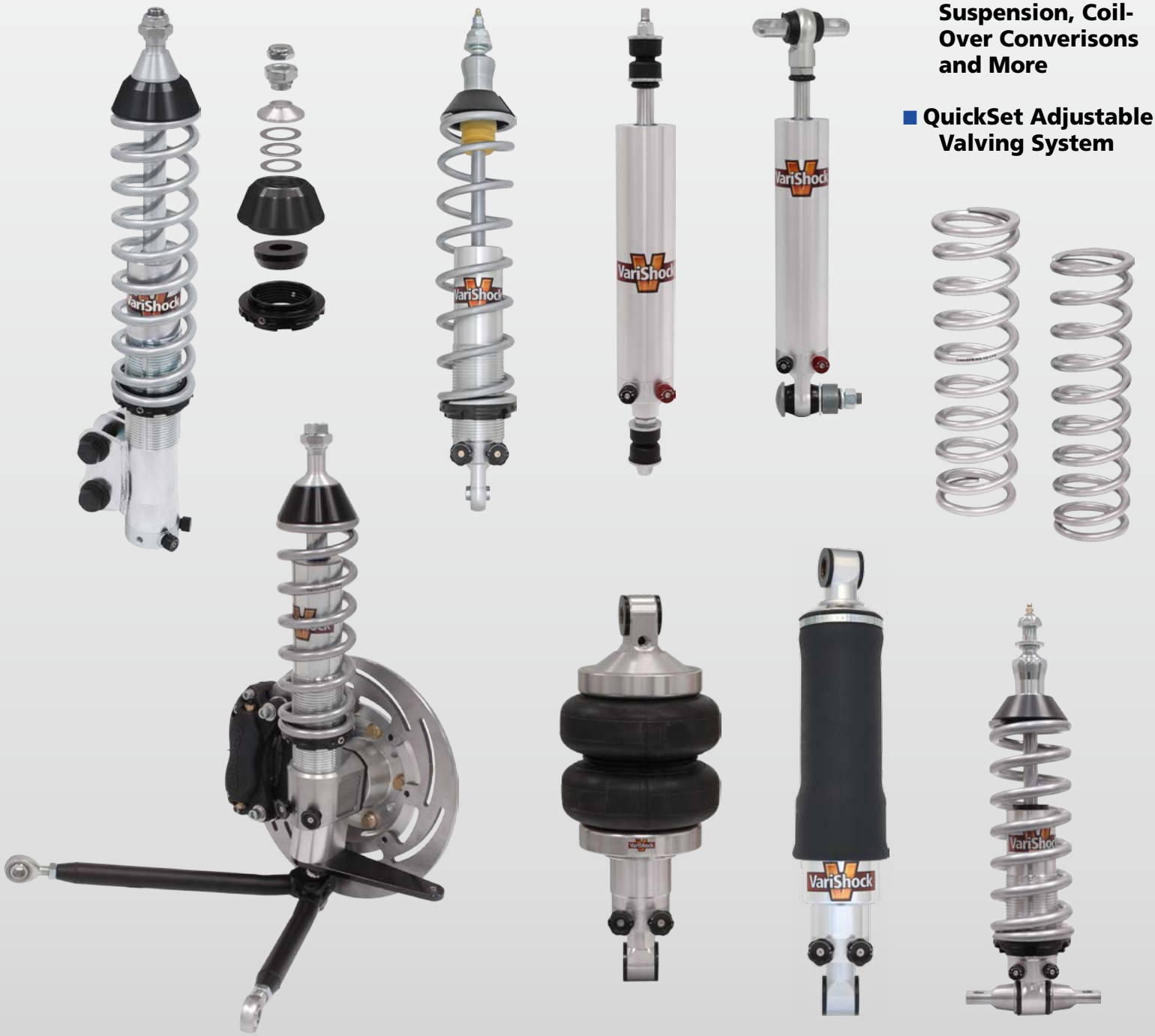
5 DOLLARS

VariShock

Quality Shock Absorbers and Accessories for Every Level of Performance!

Hundreds of Products!

- **Complete Billet Construction**
- **Shocks, Struts, Air-Suspension, Coil-Over Converisons and More**
- **QuickSet Adjustable Valving System**



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www.VariShock.com

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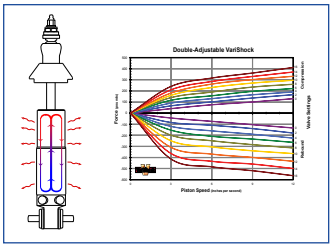


New Products

Chassisworks Shop Tour

Let's start with how we design and develop new products. Chassisworks owns five complete engineering workstations. In 1997, we upgraded our engineering-and-design department to Pro Engineer. This is the same workstation-based software utilized by the aircraft industry and Big Three automakers. It enables us to create three-dimensional, digital assemblies of a complete product — in its environment. Then, we can "fly through" the model to verify its form, fit and function. Our investment in computer-aided design goes far beyond what is commonly referred to as "CAD." What does this mean for Chassisworks customers? It means we can design a product, model it, and check all structural aspects of size, fit and usability — before we cut even one piece of material. This exotic software enables Chassisworks to bring you a more effectively designed product — with proven performance — more quickly and less expensively than ever before. Of course, each new product will still be rigorously tested in the "real world." However, by that point, its performance is virtually guaranteed. With these sophisticated engineering workstations, we not only design a product that kicks butt; we can calculate the force behind it! There's no other way to absolutely assure consistent quality and parts performance.

Numerous Chassisworks parts are produced entirely on our Mazak flexible manufacturing cells. These incredible machines represent a quantum leap in technology from the old-style CNC lathes used by many manufacturers. Each machine is a combination of two lathes and two mills, with automatic material loading and parts unloading. Many products, such as rod ends and clevises, require both milling and lathe work. By combining both functions within a single machine and adding automatic material loading, the cycle time necessary to produce a part is greatly reduced. This allows us to offer a higher-quality part at the same or lower price as our competitors.

◀ Many people have wondered how a component as complex as our FAB9™ rearend housing can be priced so affordably. The "secret" is sophisticated manufacturing equipment such as this Amada Apellio combination of laser and hydraulic forming, complete with sheet loader.

▶ All Chassisworks bent-tube products are created on one of two computer-controlled, mandrel tube benders. These machines utilize the latest technology in pressure die boost and assist, which pushes more material into the outer radius of the bend to greatly minimize tube thinning. Our mandrel-bent rails are the finest in the industry because of these machines and the specially designed tooling that we have developed. (Chris Alston pioneered mandrel-bent frame rails for drag racing, and has made a huge investment in their successful production.)

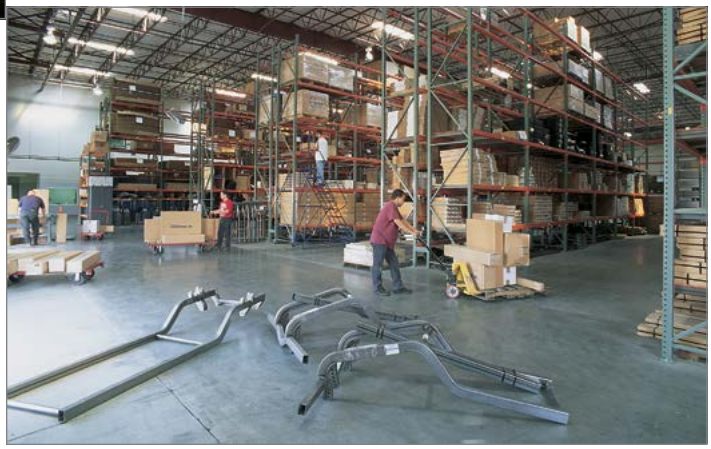
Chassisworks Shop Tour

◀ This hybrid-style laser cuts accurately enough to produce quality bolt holes, unlike prior-generation machines. The laser cutter takes its drawings directly from our software and positions them on the raw sheet to utilize 95 percent of the raw material. Moreover, our vacuum loader enables this machine to be loaded and unloaded with minimal down time. Again, we pride ourselves on providing Chassisworks customers with the highest-quality parts at the lowest-possible prices.

▶ We also manufacture parts on a Mazak Pallatech machining center — the very first of these huge machines to be delivered in America. Its enormous work envelope enables us to manufacture more parts per cycle. With 12 tables and 160 different tools available, we can machine large numbers of parts with no setup time. (Its 50-horsepower, 15,000-rpm spindle really makes the chips fly!) This machine enables us to produce those high-quality, low-cost FAB9™ housings.

◀ One of the best-known Chassisworks technical innovations is the FAB9™ series. It accepts the same internal gears as a Ford 9-inch and provides a complete rearend housing for any vehicle. We developed this custom welding fixture, enabling us to attach all the brackets needed for your application and produce a custom rearend — in one day! Any of our rear suspensions and all of our accessories can be quickly added to the basic rearend assembly, based on the information provided in your order. At Chassisworks, we truly "make to order" — but with "off-the-shelf" pricing and delivery time.

▶ A high-density warehousing system that lets us stack finished parts 25 feet high enables Chassisworks to maintain the largest inventory in the industry. In fact, we ship 98 percent of all orders within 24 hours! Our specially designed packaging and custom-made boxes are engineered to package your order securely, in fewer containers — saving you shipping costs.



More detailed tour available at
www.CAChassisworks.com

CHRIS ALSTON'S Chassisworks
THE HOME OF HIGHER TECHNOLOGY

VariShock Technology

VariShock Design

The VariShock product line offers an affordable and versatile, high-end performance improvement over OEM replacements and traditional twin-tube shock absorbers. Our updated design overcomes the major shortcomings of traditional gas shocks and low-end twin-tube shocks. Varishocks provide a more usable adjustment range and response curve, improved heat dissipation, and lightweight billet-aluminum construction.

VariShock Quality

Delivering a finished product that is of excellent quality and value is the primary focus throughout the VariShock product line. Unlike other brands in this price range, VariShocks are engineered, manufactured, and assembled in America using state-of-the-art engineering workstations and computer-numeric-controlled (CNC) manufacturing equipment. Each component, including valves, adjusters, and internal shaft seals is designed and manufactured specifically for use in VariShock products. This level of clean-sheet engineering is the first step to producing longer lasting seals that keep dirt out of the shock absorber and extend service life between rebuilds.

Assembly of the components is equally important to delivering a quality product. To avoid the possibility of manufacturing debris contaminating the shock fluid and seals, the VariShock-assembly clean room is housed in a completely separate facility. After assembly, each shock is thoroughly dyno-tested and calibrated to meet Varishock's strict performance goals. This ensures virtually identical performance from every pair throughout their entire range of travel. By carefully controlling engineering, manufacturing, assembly, and final testing, VariShock can confidently deliver the highest-quality product with the most value for our customers.

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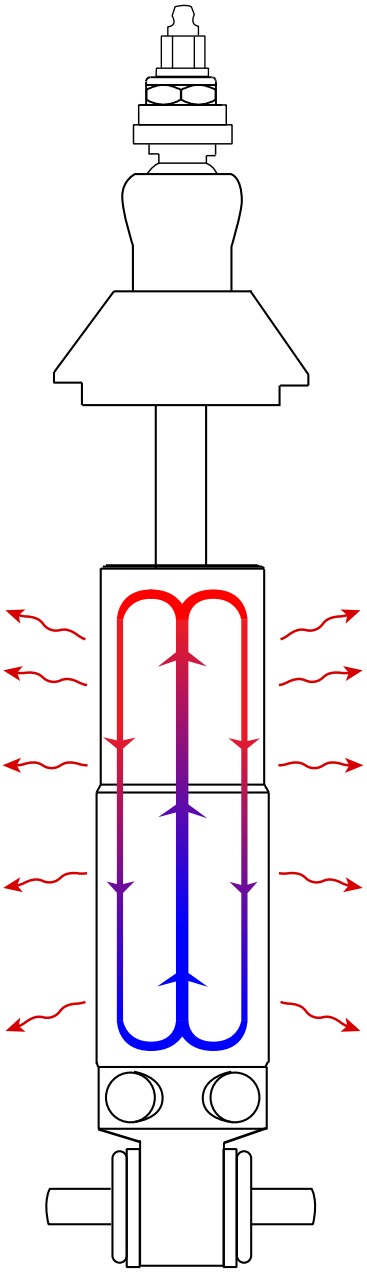
- Single- or double-adjustable shock valving
- Easily accessible 16-position adjustment knobs
- Modular system enables low-cost versatility
- Broad range of travel lengths
- Billet-aluminum shock bodies
- Billet-4130 strut bodies

VariShock Technology

Fluid Control

A shocks purpose is to limit the rate at which the suspension moves, whether induced by road irregularities or by chassis movement. By carefully controlling the rate of fluid flow into the different areas of the shock we can better manage the suspension's ability to keep the tire in contact with the road. VariShocks operate with zero bleed, meaning that absolutely all fluid flow is purposely directed and metered. By contrast, many manufacturers skimp on sealing the shocks internals to lower manufacturing costs. The allowed internal leakage makes valving adjustments less effective and lacking in precision. The VariShock total-seal design gives you improved control over the entire range of damping and enhances adjustment effectiveness at the slower range of piston speeds (0-4 in/sec) that control small chassis movement and vehicle ride quality.

A combination of fatigue-resistant deflective-disk and adjustable poppet valves focus damping forces at a range useful to the widest variety of vehicle types and performance applications. Damping-force ranges differ depending upon the adjustment features and mounting configuration of the shock. Custom valve sets are also available to alter the adjustment range of compression or rebound independently. VariShocks provide digressive damping to permit finer adjustment at the higher range of piston speeds (6-12 in/sec) that control rapid suspension movement and ride harshness. To give better control of vehicle-handling without rapidly increasing ride harshness, rebound (extension) valving is purposely stiffer with a broader adjustment range.



Improved Heat Dissipation

Traditional twin-tube shocks provide damping force by moving fluid back and forth between the inner compression tube and the surrounding reservoir. This rapidly heats the fluid that remains trapped inside the compression tube, causing outgassing and shock fade. VariShock's system of internal valves circulates fluid in a single direction through the shock absorber body, utilizing the entire volume of fluid to absorb heat. Thermally conductive materials are used internally to further help equalize fluid temperature. Heat energy is then dissipated through the shock base and body. Coil-over threaded bodies provide additional surface area for more rapid cooling.

VariShock

VariShock Technology

Adjustable QuickSet Series

The VariShock QuickSet series allows you to easily tune your suspension for improved cornering and acceleration traction, or to quickly adapt to current track conditions. Adjustment takes only a few seconds and is made with the VariShock installed on the vehicle. Readily accessible, 16-position adjustment knobs can be operated by hand or with the aid of a common allen wrench.

The QuickSet 1 valve system features a single adjustment knob that controls overall damping stiffness of the shock. Knobs are clearly etched indicating the correct direction of rotation to decrease (-), or increase (+) damping stiffness. There are a total of 16 specific adjustment positions.

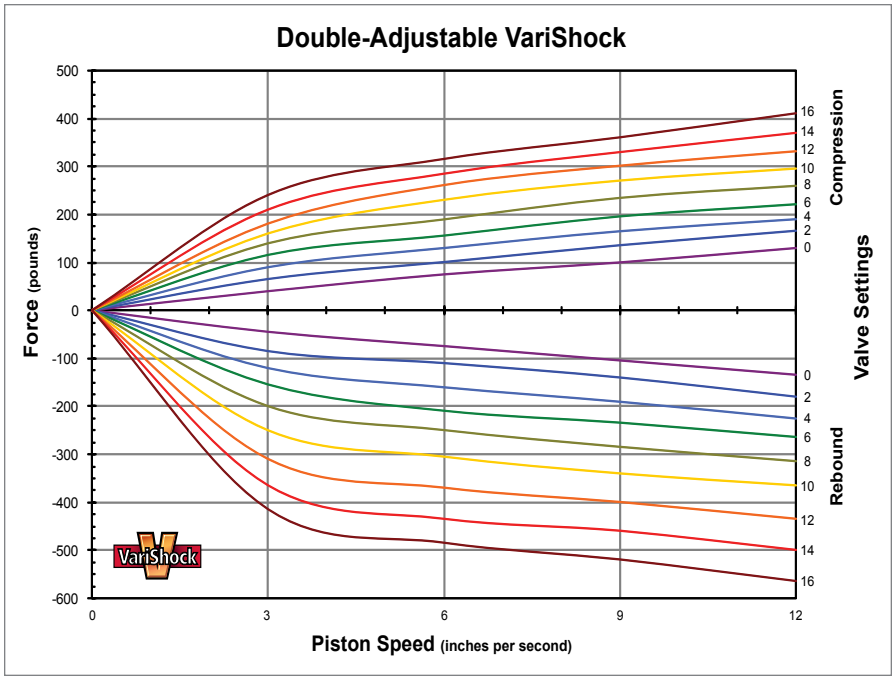
The QuickSet 2 valve system features dual adjustment knobs that independently control bump- and rebound-damping stiffness of the shock. Dual-arrow symbols engraved into the shock body demonstrate the function of each knob. Arrows pointing toward each other designate bump (compression) adjustment; the shock collapsing. Arrows pointing away from each other represent rebound (extension) adjustment; the shock extending. There are 16 specific adjustment positions for each knob, with a total of 256 unique combinations possible. Each adjustment position is indicated by a detent that can be felt when turning the knob, and an audible click as the knob gently locks into position. Only very light force is necessary to rotate the knob past each detent.

The Truth About 16- vs. 24-Clicks

Don't be fooled by shocks offering more adjustment clicks. They are actually 1/2-click adjustments. The manufacturer merely added more detents to the mechanism without increasing the range of adjustment. This practice gives more clicks, but the adjustment is so slight that your vehicle will not respond to the change. A 16-position VariShock actually has a broader range of adjustable force with the added benefit of a more manageable number of adjustments to try.

VariShock Dyno Graph

A shock dyno graph displays how much force is required to compress or extend the shock over a range of piston speeds (Force vs. Absolute Velocity). For readability purposes, the following graph only plots response curves for every other adjustment setting of the Bolt-In QuickSet 2 VariShock. The shock's digressive valving curve can be easily identified by the steeper incline in the slowest piston speeds and more level response as piston speed increases. Each setting provides an even increase of stiffness in relatively even increments across the entire range without deviation from the general response curve. This consistency can be found throughout the VariShock product line and makes suspension tuning simple and intuitive. VariShock compression and rebound adjustments are completely independent from each other. Adjustment of one direction of shock travel does not inadvertently affect the other, enabling you to find the correct settings for your vehicle in less time.



Graph displays valving curve of QuickSet 2 double-adjustable shock. Valving curves of VariStruts and QuickSet 1 products will differ.

Remote Reservoir 4-Way Coil-Over

QuickSet 4 Remote Reservoir (Q4R)

Our gas-pressurized remote reservoir QuickSet 4 system offers excellent performance with increased travel range at an affordable price when compared to shocks offered by other manufacturers with similar features.

Four 16-position knobs provide high- and low-speed adjustment of bump and rebound independently. The Q4R 4-way valve system is VariShock's most versatile and flexible tuning option with thousands of shock-force-curve variations possible. To support this level of tuning sophistication VariShock provides detailed technical guides to assist you throughout the tuning process.

VariShocks are engineered, manufactured, and assembled in America using state-of-the-art engineering workstations and computer-numeric-controlled 5-axis (CNC) manufacturing equipment. Each component, including valves, adjusters, and internal shaft seals is designed and manufactured specifically for use in VariShock products. This level of clean-sheet engineering was the first step to producing an excellent product that can be adjusted to your exact needs.

- **Separate high- and low-speed adjustment of bump and rebound**
- **Sixteen position detents for each adjustment knob**

Remote Reservoir 4-Way Coil-Overs

ITEM	USE IN	SPRING	MIN. LENGTH	MAX. LENGTH	TRAVEL
VAS 11411-35	FRONT	7"	9.31"	12.81"	3.50"
VAS 11411-43	BOTH	9"	10.06"	14.31"	4.25"
VAS 11411-50	REAR	12"	10.81"	15.81"	5.00"
VAS 11411-60	REAR	12"	11.81"	17.81"	6.00"
VAS 11411-70	REAR	14"	12.81"	19.81"	7.00"
VAS 114V1-43*	FRONT	9"	12.06"	16.31"	4.25"
NOTES					
SHOCKS SOLD ONLY IN PAIRS - SPRINGS SOLD SEPARATELY					
* TWO-INCH EXTENDED BASE FITS TOTAL CONTROL PRODUCTS FRONT COIL-OVER CONVERSION TCP FCOC-FD					

Remote Reservoir 4-Way Coil-Over

4-Way Adjustable Valve System

The VariShock Q4R remote reservoir shock separates the bump and rebound valve mechanisms between the two units to free up valuable space within the main shock body. The benefit is a shorter shock length that provides greater flexibility when mounting without sacrificing shock travel. Each adjustment knob can be set to one of sixteen different positions and clearly marked to illustrate the effect it has on the shock's performance.

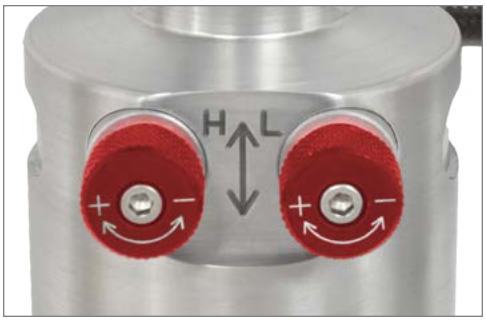
Bump Adjustment Independent High- and Low-Speed

Located at the base of the remote reservoir are the bump valve adjustment knobs. The facing arrows represent the shock coming together (bump/compression) with the letters "L" and "H" labeling the low-speed and high-speed knobs respectively. "Plus" and "minus" signs etched into each knob show the rotation direction to increase or decrease valve stiffness.

2" Extended Base for Total Control Product front coil-over suspension

Rebound Adjustment Independent High- and Low-Speed

The rebound valve adjustment knobs are located on the base of the shock. The opposing arrows represent the shock separating (rebound/extension) with the letters "L" and "H" labeling the low-speed and high-speed knobs respectively. "Plus" and "minus" signs etched into each knob show the rotation direction to increase or decrease valve stiffness.



Double-Swivel Banjo ...can be rotated 360-degrees for hose clearance. Plus the hose can rotate 360-degrees to position the reservoir without kinking the hose.

Remote Reservoir 4-Way Coil-Over

High-Travel VariSprings

VariSpring's line of coil springs was designed to complement the VariShock family. A new high-tensile wire is used that is stronger than the chrome-silicon wire used by other manufacturers. The improved material allows VariSprings to compress until the coils touch without damaging the springs or causing them to take a set, which adversely affects handling and randomly changes the spring height. This additional range of usable flex gives VariSprings greater travel than competitors' chrome-silicon springs of the same rate and permits the use of a more aggressive coil angle, reducing material used and overall weight. VariSprings can improve suspension control and available traction by allowing your shock to operate throughout its entire travel range.

VariSprings are available for front and rear applications in four lengths and a broad range of spring rates to suit a variety of shock and performance applications. Lengths range from 7 to 14 inches and rates from 80 to 850 pounds per inch, depending upon spring length. The steps between rates are sufficiently close to make very fine adjustments.

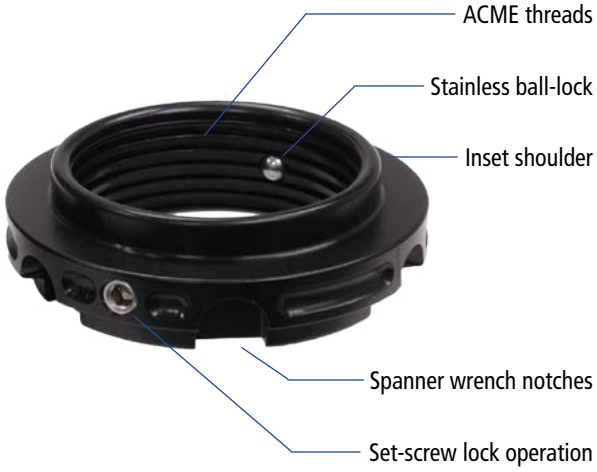
VAS 21-07XXX	7" TRAVEL VARISPRINGS - 210-650 LB/IN RATES (PAIR)
VAS 21-08XXX	8" TRAVEL VARISPRINGS - 300-700 LB/IN RATES (PAIR)
VAS 21-09XXX	9" TRAVEL VARISPRINGS - 185-950 LB/IN RATES (PAIR)
VAS 21-12XXX	12" TRAVEL VARISPRINGS - 80-650 LB/IN RATES (PAIR)

Billet Spring Seat Hardware

To mount the spring over the shock, VariShock billet aluminum upper and lower spring seats are required. Spring seats utilize inset shoulders and application specific bores to perfectly align the top mount, spring, and shock body.

Upper Spring Seats – Coil-over-shock upper seats feature an open slot that allows the spring to be easily installed or replaced without removing the upper mounting eye.

Lower Spring Seat – The one-piece lower spring seat rides on the shock-body ACME threads and is used to adjust spring preload. Each seat features two spring-loaded, ball-lock mechanisms to securely hold the adjusted setting. When rotated, the ball-locks and shock-body grooves provide positive-click stops to audibly and physically notify you of every half-turn. The lock mechanism is easily operated using a common 5/32" allen wrench to tighten (lock) or loosen (unlock) the spring seat's two set screws. The lower spring seat also features six individual notches that enable the VariShock four-tang spanner wrench to interlock with the spring seat for slip-free adjustment. Upper and lower spring seats are anodized for surface hardening and improved appearance.



Remote Reservoir 4-Way Coil-Over

Reservoirs can be mounted to the forward strut bars with the optional 1-5/8"-round billet clamps. Flat-base clamps are also available for mounting against flat surfaces or panels.

Adjusting the shock preload and dampening can be done without removing the shock.

An optional shock mount inset is available with the trunk-area floor kit to cleanly display the reservoirs in the trunk.

Various hardware is available to assist in safely routing the reservoir hose. The rubberized clamp and bracket set, shown above, fits against the jam nut of any 3/4" thread rod end or adjuster.

The passage bulkhead provides a clean and safe way of passing the remote reservoir through any accessible flat surface and secures the hose.

Remote Reservoir 4-Way Coil-Over

Remote Reservoir Clamp Mounts

Remote Shock Reservoir Mount (2.225" ID) Clamp-Style - Flat Surface

Contains a pair of mounts to attach two 2.225" OD reservoir to a flat surface with 1/4" bolts on 2.00" spacing.

VAS 516-01-000	REMOTE SHOCK RESERVOIR MOUNT (2.225" ID), CLAMP-STYLE - FLAT SURFACE) (PAIR)

Remote Shock Reservoir Mount (2.225" ID) Clamp-Style - 1-5/8" Open

Contains a pair of mounts to attach two 2.225" OD reservoir to 1-5/8" tube.

VAS 516-01-163	REMOTE SHOCK RESERVOIR MOUNT (2.225" ID), CLAMP-STYLE - 1-5/8" OPEN (PAIR)

Remote Shock Reservoir Mount (2.225" ID) Clamp-Style - 1" Pass-Through

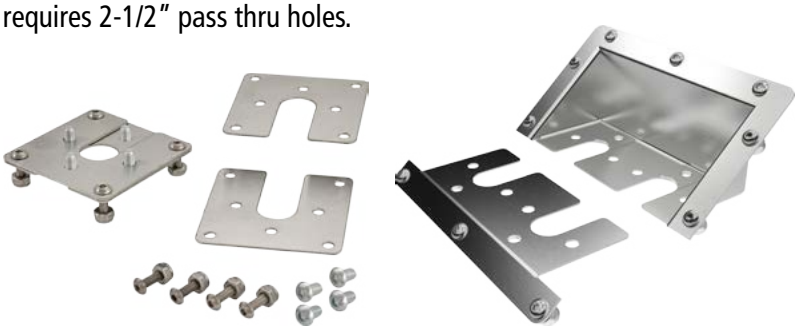
Contains: a pair of mounts to attach two 2.225" OD reserviour to 1" OD tube, pass thru style.

VAS 516-01-100P	REMOTE SHOCK RESERVOIR MOUNT (2.225" ID), CLAMP-STYLE - 1" PASS-THROUGH (PAIR)

Remote Reservoir Silo Mounts

Remote Shock Reservoir Mount Silo-Style - Flat Surface

Set of mounts to attach two VariShock reservoirs to a flat surface requires 2-1/2" pass thru holes.



VAS 517-RD-A27	ANGLED SURFACE DUAL RESERVOIR MOUNT, 27-DEG (EACH)
VAS 517-RD-A41	ANGLED SURFACE DUAL RESERVOIR MOUNT, 41-DEG (EACH)
VAS 517-RD-F	FLAT SURFACE DUAL RESERVOIR MOUNT (EACH)
VAS 517-RS-F	FLAT SURFACE SINGLE RESERVOIR MOUNT (PAIR)

Remote Reservoir 4-Way Coil-Over

Remote Reservoir Hose Accessories

Shock Reservoir Passage Bulkhead (2.5" ID x ½" Hose) Flat Surface

Set of closeouts to seal two VariShock reservoir hoses in seperate locations to a flat surface requires 2-1/2" pass thru hole.

VAS 517-HS-F	SINGLE HOSE FLAT SURFACE PASS THRU BULKHEAD (PAIR)

Hose Clamp with Bracket Set 3/4"-Bore Mount with 1/2" Hose Clamp

Teardrop UCA clamp 3/4" hole attaches -5 hose to any upper control arm with 3/4" adjuster.

VAS 517-HS-H	TEARDROP UPPER CONTROL ARM CLAMP 3/4" HOLE (ATTACHES TO UCA ADJUSTER) (PAIR)

Coil-Over Shock Accessories

Coil-Over Spring Seat Extended

Billet-aluminum upper spring seat with 3/4"-offset seat for 2-1/2" ID spring.

899-002-204	COIL-OVER SPRING SEAT EXTENDED (SOLD INDIVIDUALLY)

Spring-Seat Thrust Bearings

Thrust bearings are used at the lower spring seat to reduce friction when adjusting ride height. New stainless "cap-style" seats, a VariShock exclusive, enclose the thrust bearing to keep dirt out.

VAS 513-100	SPRING-SEAT THRUST BEARINGS (PAIR)

Coil-Over Spring Compressor

The VariShock coil-over-spring compressor greatly eases lower-spring-collar adjustment on high-preload or high-rate applications. Heavy-duty plates at each end fit 2-1/2" inside-diameter coil springs of 130 lb., rate or greater, with a maximum spring height of 14".

VAS 200	COIL-OVER SPRING COMPRESSOR FOR 2-1/2" SPRINGS)

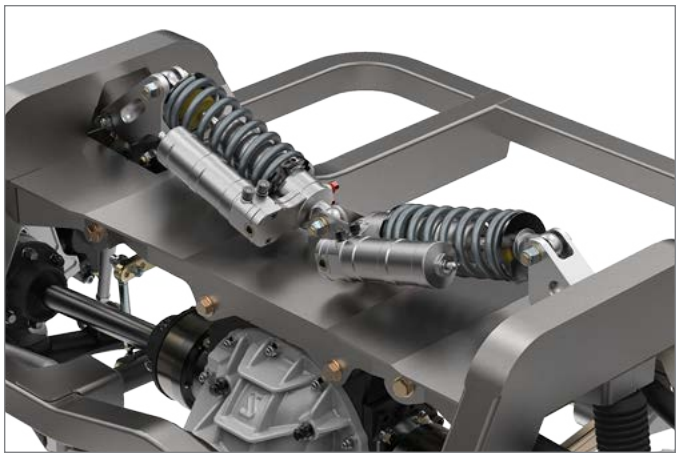
Spanner Wrench

Also available is an exclusive spanner wrench, incorporating four tangs, which will not slip off the lower spring seat because it engages the seat in four places (not one, like common spanners).

899-012-201	VARISHOCK SPANNER WRENCH, ZINC PLATED STEEL

Piggyback Reservoir 4-Way Coil-Over

Our 4-way adjustable coil-over with piggyback reservoir tightly packages the entire system for specific use cases, such as our rocker-arm IRS.



- **Separate adjustment of compression and rebound in high- and low-speed shock movement**
- **Rebound (red knobs)**
- **Compression (black knobs)**
- **Configured in left- and right-hand versions**
- **Billet-aluminum construction**
- **COM-8 bearing mount eyes**

Left-Facing Knobs

Right-Facing Knobs

LEFT-SIDE KNOBS	RIGHT-SIDE KNOBS	MOUNT EYES	TOTAL TRAVEL	COLLAPSED LENGTH	EXTENDED LENGTH	MIN RIDE HEIGHT	MAX RIDE HEIGHT	SPRING LENGTH
VAS 115L11-4	**VAS 115R11-4**	COM-8	4.25"	10.06"	14.31"	11.76"	12.61"	10"
VAS 115L11-5	**VAS 115R11-5**	COM-8	5.00"	10.81"	15.81"	12.81"	13.81"	12"
VAS 115L11-7	**VAS 115R11-7**	COM-8	7.00"	12.81"	19.81"	15.61"	17.01"	14"
NOTES	INCLUDES SHOCKS, MOUNTING-EYE HARDWARE, AND SPRING-SEATS							
	SHOCKS SOLD INDIVIDUALLY -- SPRINGS SOLD SEPARATELY UNLESS OTHERWISE NOTED							

VariShock Coil-Overs

The search for the perfect coil-over shock for your custom suspension system is now over. Our extremely versatile modular design allows you to use VariShock coil-overs in projects requiring shock ride-height lengths ranging from 9.67" to 17.24", with travel lengths from 2.8" to 7.15" respectively. Our standard 1/2"-bore mounting eyes are available with street-performance urethane bushings or COM-8 spherical bearings for more positive suspension control. The various configurations, 36 in all, permit use with the majority of aftermarket suspensions offered by other manufacturers. VariShock coil-overs accept 2-1/2"-ID cylindrical shaped springs, with a large selection of spring rates available through our VariSpring line of coil-springs.

Mounting Eyes

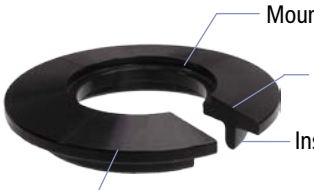
We built two separate eyes to maximize the benefits of each mounting-eye style. The spherical-bearing eyes use a COM-8 1/2" bore x 1" wide high-misalignment bearing with a Teflon liner as standard. The eye has more clearance around the mounting brackets than any other design. The urethane end has up to 350% more urethane material than other brands, for superior load distribution, yet no less clearance around the eye. We also chose a premium urethane that has much higher load capacity for improved life than the poly bushings from other manufacturers. Urethane ends are 1-1/4" wide and accept 1/2" bolts.


Spherical Bearing Eye (COM-8, 1" wide)


Urethane Bushing Eye (1/2" Bore, 1-1/4" wide)

Billet Spring Seat Hardware

VariShock billet aluminum upper and lower spring seats utilize inset shoulders and counterbores to perfectly align the top mount, spring, and shock body. Upper seats feature an open slot that allows the spring to be easily installed or replaced without removing the upper mounting eye. One-piece lower spring seats ride on the shock-body ACME threads and are used to adjust spring preload. Each lower seat features two spring-loaded, ball-lock mechanisms to securely hold the adjusted setting. When rotated, the ball-locks and shock-body grooves provide positive-click stops to audibly and physically notify you of every half-turn. The lock mechanism is easily operated using a common 5/32" allen wrench to tighten (lock) or loosen (unlock) the spring seat's two set screws. The lower spring seat also features six individual notches that enable the VariShock four-tang spanner wrench to interlock with the spring seat for slip-free adjustment. Upper and lower spring seats are anodized for surface hardness and improved appearance.



Optional slip-free spanner wrench

VariShock Coil-Overs

Three Adjustment Styles

SensiSet (SS)

Factory-set ride-sensitive valving

QuickSet 1

A single-adjustable shock with a 16-step knob that adjusts bump and rebound simultaneously.

QuickSet 2

A double-adjustable shock with a 16-step adjustment on both bump (compression) and rebound (extension), allowing 256 combinations of control.

SENSISET	QUICKSET 1	QUICKSET 2	MOUNT EYES	TOTAL TRAVEL	COLLAPSED LENGTH	EXTENDED LENGTH	MIN RIDE HEIGHT	MAX RIDE HEIGHT	SPRING LENGTH
VAS 11011-280	VAS 11111-280	VAS 11211-280	COM-8	2.80"	8.55"	11.35"	9.67"	10.23"	7"
VAS 11011-350	VAS 11111-350	VAS 11211-350	COM-8	3.50"	9.30"	12.80"	10.70"	11.40"	7"
VAS 11011-425	VAS 11111-425	VAS 11211-425	COM-8	4.25"	10.05"	14.30"	11.75"	12.60"	9"
VAS 11011-515	VAS 11111-515	VAS 11211-515	COM-8	5.15"	10.95"	16.10"	13.01"	14.04"	12"
VAS 11011-615	VAS 11111-615	VAS 11211-615	COM-8	6.15"	11.95"	18.10"	14.41"	15.64"	12"
VAS 11011-715	VAS 11111-715	VAS 11211-715	COM-8	7.15"	12.95"	20.10"	15.81"	17.24"	14"
VAS 11022-280	VAS 11122-280	VAS 11222-280	POLY	2.80"	8.55"	11.35"	9.67"	10.23"	7"
VAS 11022-350	VAS 11122-350	VAS 11222-350	POLY	3.50"	9.30"	12.80"	10.70"	11.40"	7"
VAS 11022-425	VAS 11122-425	VAS 11222-425	POLY	4.25"	10.05"	14.30"	11.75"	12.60"	9"
VAS 11022-515	VAS 11122-515	VAS 11222-515	POLY	5.15"	10.95"	16.10"	13.01"	14.04"	12"
VAS 11022-615	VAS 11122-615	VAS 11222-615	POLY	6.15"	11.95"	18.10"	14.41"	15.64"	12"
VAS 11022-715	VAS 11122-715	VAS 11222-715	POLY	7.15"	12.95"	20.10"	15.81"	17.24"	14"
PACKAGES	**PKG VSS**	SENSISET RIDE-SENSITIVE COIL-OVERS WITH SPRINGS							
	PKG VQ1	QUICKSET 1 SINGLE-ADJUSTABLE COIL-OVERS WITH SPRINGS							
	PKG VQ2	QUICKSET 2 DOUBLE-ADJUSTABLE COIL-OVERS WITH SPRINGS							
	OPTION	SPANNER WRENCH							
NOTES	VARISHOCKS SOLD ONLY IN PAIRS								
	INCLUDES SHOCKS, MOUNTING-EYE HARDWARE, AND SPRING-SEATS; SPRINGS SOLD SEPARATELY UNLESS OTHERWISE NOTED								

Choosing the Correct Length Shock

When a shock is at ride height a certain amount of travel is available in either direction. Depending upon performance application, shock travel will be reserved in different percentages for compression or extension.

Street Baseline: 60-percent Bump, 40-percent Rebound

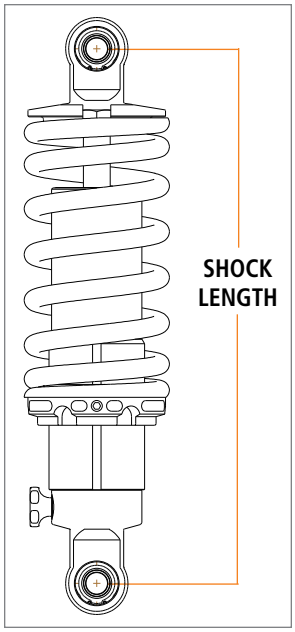
Street vehicles require more available compression (bump) travel for improved ride quality and unexpected road hazards. At baseline ride height, the shock and spring should collapse 40-percent from their installed heights. This results in 40-percent of travel available for extension and 60-percent for compression travel.

Handling Baseline: 50-percent Bump, 50-percent Rebound

Handling performance applications are usually limited to smooth prepared road-course- or autocross-tracks, therefore less compression travel is required. Suspension geometry or track conditions may require the travel percentages to be shifted to prevent topping- or bottoming-out the shock.

Drag Race Baseline: 40-percent Bump, 60-percent Rebound

Drag race vehicles generally require more extension (rebound) travel to help weight transfer, and because the drag strip is very flat, less compression travel is needed. The amount of extension travel available in the shock will drastically affect how the car works. At baseline ride height, the shock and spring should collapse 60- percent from their installed heights. This results in 60-percent of travel available for extension and 40-percent of compression travel.



Shock length is measured from the center of each mounting eye.

Chevy II Front Coil-Over Conversion

Converting the stock front suspension of your 1962-67 Chevy II Nova or 1963-67 Pontiac Acadian to coil-over shocks is now a simple bolt-on procedure. Our exclusive modular shock-tower-adapter system and spherical-stem assembly gives you a choice of stock or lowered ride heights and can be used for a broad variety of performance applications. The tower adapter and lower crossbar replace the factory shock mount and lower spring perch respectively. Lightweight billet-aluminum VariShock coil-overs are available in 16-position single-adjustable or 256-combination double-adjustable versions and provide 7-1/2" of suspension travel. Choice of spring rates range from 350 to 750 lb/in., suitable for street-friendly ride quality to pro-touring and competitive handling performance. A second set of different rate springs can also be selected as an option for tuning purposes. Kits include shocks, springs, tower adapters with reinforcement plates, and mounting hardware.

- **Bolt-in installation with OEM-style upper control arms**
- **Modular shock-tower adapters with choice of stock or lowered ride height**
- **Spring-rate specific to vehicle weight and performance application**
- **Greaseable spherical-stem upper shock mount**
- **Heavy-duty urethane-bushed lower crossbar**
- **Available in 16-position single-adjustable or 256-combination double-adjustable versions**

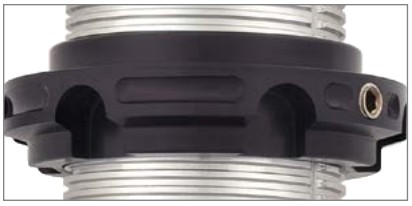
Chevy II Front Coil-Over Conversion

Spherical Stem Mount

Our free-pivoting, deflection-free mount allows precise suspension tuning by eliminating compliant rubber or urethane bushings. The VariShock exclusive, spherical-stem assembly attaches the coil-over shock to the chassis at the factory mounting location. The swedged-steel mount base effectively captures and houses the spherical bearing of the stem. The stem mounts directly to the shock-tower adapter and is secured by a 5/8" locknut. An integral hex at the top of the stem enables the stem to be securely held as the locknut is tightened during installation. An easily accessible zerk fitting mounted at the tip of the stem injects grease directly onto the bearing contact surfaces.

Locking Lower Spring Seat

A redesigned, one-piece lower spring seat does not require a locknut; it's locked in place by two ball locks that press into the grooves on the reservoir body and easily unlock for adjustment with an Allen wrench. Spring seats accept 2-1/2"-ID coil springs.



Billet Lower Crossbar

The lower cross-bar assembly replaces the factory spring perch and mounts directly to the factory upper control arm. A 1/2" stud and crush washer are used to thread the two billet crossbar halves together and apply the proper amount of bushing preload. The lower cross-bar bushings have up to 350% more urethane material than common 1/2" shock eyes offered by other brands. To improve spring and shock absorber performance we chose a premium urethane with much higher load capacity and longer service life.

Chevy II Front Coil-Over Conversion

Shock Tower Adapter System

Our exclusive shock tower adapter system is used to position the shock at the correct height for your specific vehicle and performance application. Two different adapters enable us to offer a stock-to-raised or stock-to-lowered ride-height option, covering the full range of performance applications and vehicle styles.

The upper mount utilizes the factory shock tower mounting holes and is a direct bolt-on for most applications. Some installations may require minor trimming of sheetmetal seams to ensure a solid mount. Adapter plates mount on top of the shock tower with a steel reinforcement backup ring to sandwich the shock-tower sheet metal, helping to evenly distribute loads.

Adapter mounts are black powder coated and can be fit with optional polished-stainless-steel caps for an extremely clean and finished appearance.

Polished-Billet- Stainless Cap
(optional)

Zero Offset Adapter
Stock to 2" raised ride height

1" Offset Adapter
Stock to 2" lowered ride height

Shock Tower Back-up Plate

Mounting Hardware

Chevy II Front Coil-Over Conversion

Spring Selection Guidelines

A good spring rate baseline for a Chevy II with an iron small block is 450 lb./in.

Differences that alter desired spring rate:

Weight Reduction -50 lbs
Big Block +100 lbs
Road Race +50 lbs (better handling)
Drag Race -50 lbs (more stored energy)

Spring rate affects ride quality, ride height and roll rate characteristics. Differences in vehicles such as aluminum engine components, fiberglass body parts and chassis stiffening should be taken into consideration. Additional springs can be purchased for tuning purposes.

9" VariSprings

RATE (LB/IN)	PART NUMBER
350	VAS 21-09350
400	VAS 21-09400
450	VAS 21-09450
500	VAS 21-09500
550	VAS 21-09550
600	VAS 21-09600
675	VAS 21-09675
750	VAS 21-09750

VAS 86X10F1	FRONT COIL-OVER CONVERSION, SINGLE-ADJUSTABLE - '62-67 CHEVY II/NOVA, '63-67 ACADIAN
VAS 86X10F2	FRONT COIL-OVER CONVERSION, DOUBLE-ADJUSTABLE - '62-67 CHEVY II/NOVA, '63-67 ACADIAN
RIDE HEIGHT	2" LOWERED TO STOCK RIDE HEIGHT
	STOCK TO 2" RAISED RIDE HEIGHT
TOWER CAP	SHOCK TOWER CAP, POLISHED STAINLESS STEEL
SPRING RATE	350, 400, 450, 500, 550, 600, 675, OR 750 LB/IN SPRINGS
2ND SPRING SET	SECOND SET OF SPRINGS FOR TUNING
ACCESSORIES	SPRING SEAT THRUST BEARINGS
	COIL-SPRING COMPRESSOR
	SPANNER WRENCH

'62-67 Chevy II Front Air-Spring Conversion

Our exclusive modular shock-tower-adapter system and spherical-stem assembly can give you a choice of stock or lowered ride-height range and can be used for a broad variety of vehicles and performance applications. The tower adapter and lower crossbar replaces the factory shock mount and lower spring perch respectively. Lightweight billet-aluminum VariShock air-spring shock are available in 16-position single-adjustable or 256-combination double-adjustable versions and provide 6" of suspension travel. Kits include VariShock Air-Spring shocks, 90-degree air fitting, tower adapters with reinforcement plate, mounting hardware, and spot weld removal tool.

VAS 13X10-F1	FRONT COIL-OVER, SINGLE-ADJUSTABLE - '62-67 CHEVY II/NOVA, '63-67 ACADIAN
VAS 13X10-F2	FRONT COIL-OVER, DOUBLE-ADJUSTABLE - '62-67 CHEVY II/NOVA, '63-67 ACADIAN
RIDE HEIGHT	2" LOWERED TO STOCK RIDE HEIGHT
	STOCK TO 2" RAISED RIDE HEIGHT
TOWER CAP	SHOCK TOWER CAP, POLISHED STAINLESS STEEL

'64-72 A-Body Rear Spring Conversion

Application:
'64-72 GM A-body

The first in a series of new rear suspension products, Chris Alston's Chassisworks now offers a top-quality, coil-over or air-spring suspension conversion for 1964-1972 GM A-bodies. The system is available in two versions; an easily installed bolt-on versions, and a weld-on version for additional tire clearance. The bolt-on version features factory-welded upper and lower shock mounts, which are easily positioned using factory mounting locations on the chassis and 10- or 12-bolt rear-end housing. Installation takes just a couple of hours and requires drilling a few additional holes to securely mount the brackets. Optionally available weld-on axle brackets and upper shock crossmember allow the shocks and lower control arms to be moved inward for additional tire clearance.

VariShock coil-over or air-spring shocks are included and available in 16-position single- or double-adjustable versions to fine tune ride quality and handling performance. Billet-aluminum lower shock mounts can be moved to one of four positions, enabling a ride-height adjustment range of nearly 2". Kits include matte-black powder-coated upper and lower mounting brackets or bare-steel unassembled shock crossmember with mild-steel or 4130 lower axle brackets. Adjustable shock mounts, all mounting hardware, and VariShocks with coil springs (110 to 400 lb/in) or integrated air bags are also included in both versions.

5824-A10	BOLT-ON COIL-OVER CONVERSION KIT FOR 64-72 GM A-BODY VEHICLES
5824-A10	WELD-IN COIL-OVER CONVERSION KIT FOR 64-72 GM A-BODY VEHICLES
OPTION	SPRING RATES (110, 125, 150, 175, 200, 250, 300, 350, 400 LB/IN
	DOUBLE-ADJUSTABLE VARISHOCK COIL-OVERS
5851-A10	BOLT-ON AIR-SPRING CONVERSION KIT FOR 64-72 GM A-BODY VEHICLES
5851-A10	WELD-IN AIR-SPRING CONVERSION KIT FOR 64-72 GM A-BODY VEHICLES
OPTION	DOUBLE-ADJUSTABLE VARISHOCK COIL-OVERS

Bolt-On Conversion

- Factory-welded upper and lower shock mounts (black-matte powder-coat finish)
- Upper shock mount bolts directly to factory location
- Lower mount bolts to factory axle bracket
- Adjustable-height billet lower shock clevis
- Includes Grade 8 mounting hardware
- Single- or double-adjustable VariShock coil-overs (110-400 lb/in spring rate) or air-spring shocks

Weld-On Conversion

- Provides additional tire clearance
- Unassembled upper shock crossmember
- Weld-on lower axle brackets (mild-steel or 4130) moves shock and lower control arm inboard
- Adjustable-height billet lower shock clevis
- Single- or double-adjustable VariShock coil-overs (110-400 lb/in spring rate) or air-spring shocks

Shock Clevis Options

- Steel Tabs or Billet Aluminum

'64-72 A-Body Rear Spring Conversion

Simple Bolt-On Installation

'64-72 A-Body Rear Spring Conversion

Bolt-On Coil-Over Conversion

Upper Mount

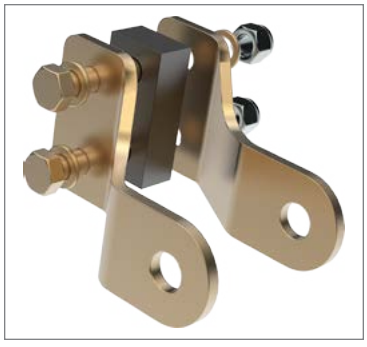
- Bolts to OEM upper shock/spring mount
- No measurements necessary; locates off existing holes
- Requires drilling of two additional holes
- Double shear coil-over tabs
- Black-matte powder-coat finish
- Shock spacers for COM-8 shocks

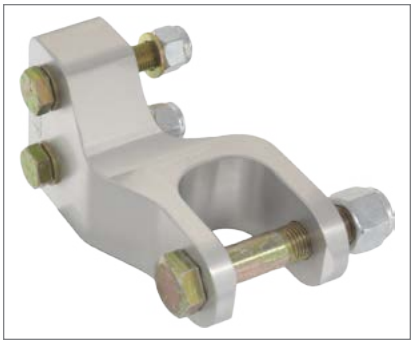
Lower Mount

- Locates off existing holes of OEM lower arm bracket
- Mounts securely at required drilled holes and shares lower control arm bolt
- Shock clevis allows 2-1/2" of ride-height adjustment
- Black-matte powder-coat finish

Adjustable Shock Mounts

- Fabricated steel clevis - option
- Billet-aluminum clevis - opion
- 1-5/16" wide opening for poly or COM-8 shocks, (spacers required)
- 3/8" and 1/2" Grade 8 hardware



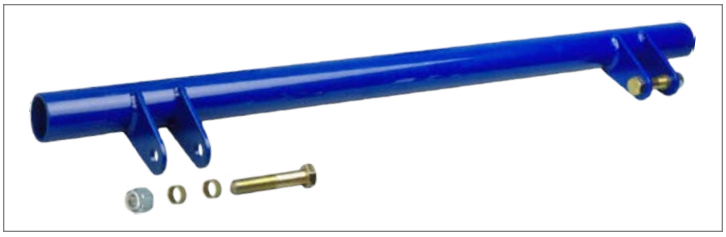


'64-72 A-Body Rear Spring Conversion

Weld-In Coil-Over Conversion

Upper Crossmember

- Weld-in components allow shocks and lower arms to be moved inward for additional tire clearance
- 1-5/8 x .134-wall x 48" long crossmember welds between OEM frame rails
- Double shear coil-over tabs for 1/2" Grade 8 mounting hardware
- Shock misalignment bushings allows up to a 25-degree installation angle

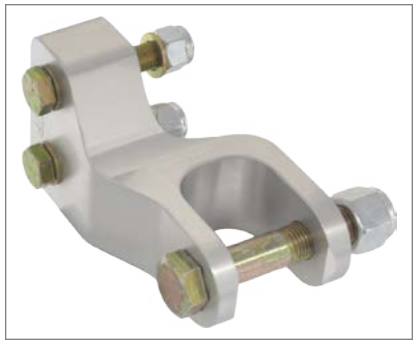


Weld-on Lower Mount

- Allows shocks and lower arms to be moved inward for additional tire clearance
- Two different lower arm mounting holes allow instant center adjustment
- Accurately fits 3"-diameter axle tube
- CNC laser cut and formed; mild steel or 4130
- Shock clevis allows 2-1/2" of ride-height adjustment

Adjustable Shock Mounts

- Fabricated steel clevis - option
- Billet-aluminum clevis - opion
- 1-5/16" wide opening for poly or COM-8 shocks, (spacers required)
- 3/8" and 1/2" Grade 8 hardware

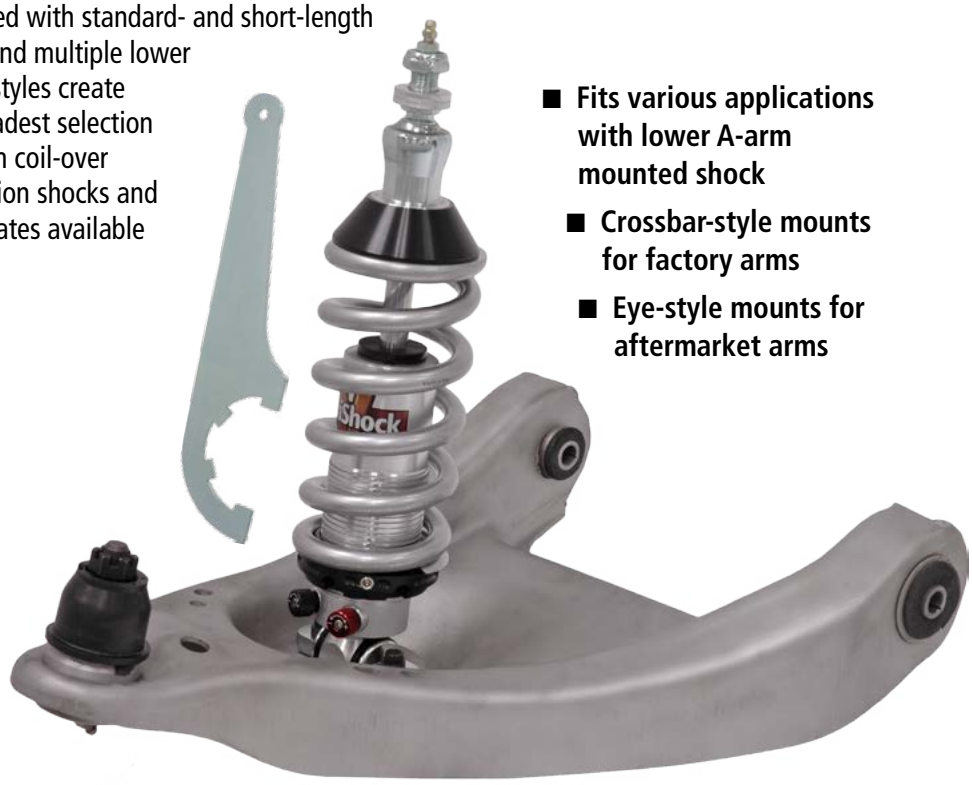


GM A-Arm Front Coil-Over Conversion

Converting your stock A-arm front suspension to coil-over shocks is now a simple bolt-on procedure. VariShock pioneered the ball-stud pivot mount assembly to replace compliant rubber bushings with spherical-bearing precision and enable simple coil-over conversions using the factory upper shock-stem mount. The lower end of the shock uses a urethane-bushed or spherical-bearing eye, or urethane-bushed lower crossbar to mount directly to the factory or aftermarket lower A-arm, completing the simple and tidy installation.

VariShock coil-overs can easily be the "anything" solution. Five different travel lengths, ranging from 2.80" to 6.15", combined with standard- and short-length bases, and multiple lower mount styles create the broadest selection of A-arm coil-over conversion shocks and spring rates available from any manufacturer. Our compact base allows a much shorter collapsed shock length to free up more suspension travel. You can run softer springs with a stiffer anti-roll bar for better ride quality and handling, instead of extremely stiff springs to control a short travel suspension.

Kits include shocks, springs, and mounting hardware with a second set of different rate springs, spanner wrench, and spring seat thrust bearings offered as options. All shock components and hardware are plated, anodized, or powder coated for a long-lasting quality appearance.



- **Fits various applications with lower A-arm mounted shock**
- **Crossbar-style mounts for factory arms**
- **Eye-style mounts for aftermarket arms**

COM-8 Eye Lower Mount

Standard Length Eye
- 1/2" bore
- 1" wide

1/2" Shortened Eye
- 1/2" bore
- 1" wide

PART NUMBER	VALVING	LOWER	TRAVEL[1]	COLLAPSED	EXTENDED	RIDE MIN.	RIDE MAX.	SPRING
VAS 861M1-35	SINGLE	COM-8	3.50"	10.13"	13.63"	11.53"	12.23"	7"
VAS 861M1-43	SINGLE	COM-8	4.25"	10.88"	15.13"	12.58"	13.43"	9"
VAS 861MR-35	SINGLE	COM-8	4.25"	9.63"	13.13"	11.03"	11.73"	7"
VAS 861MR-43	SINGLE	COM-8	4.25"	10.38"	14.63"	12.08"	12.93"	9"
VAS 862M1-35	DOUBLE	COM-8	3.50"	10.13"	13.63"	11.53"	12.23"	7"
VAS 862M1-43	DOUBLE	COM-8	4.25"	10.88"	15.13"	12.58"	13.43"	9"
VAS 862MR-35	DOUBLE	COM-8	4.25"	9.63"	13.13"	11.03"	11.73"	7"
VAS 862MR-43	DOUBLE	COM-8	4.25"	10.38"	14.63"	12.08"	12.93"	9"

Poly Eye Lower Mount

1/2" Shortened Base

- 1/2" bore
- 1-1/4" wide

PART NUMBER	VALVING	LOWER	TRAVEL[1]	COLLAPSED	EXTENDED	RIDE MIN.	RIDE MAX.	SPRING
VAS 861MQ-43	SINGLE	POLY EYE[4]	4.25"	10.38"	14.63"	12.08"	12.93"	9"
VAS 862MQ-43	DOUBLE	POLY EYE[4]	4.25"	10.38"	14.63"	12.08"	12.93"	9"

Poly Crossbar Lower Mount

1/2" Shortened Base

- Billet crossbar assembly
- 2.18" - 2.50" centers

PART NUMBER	VALVING	LOWER	TRAVEL[1]	COLLAPSED	EXTENDED	RIDE MIN.	RIDE MAX.	SPRING
VAS 861MN-35	SINGLE	POLY BAR[3]	3.50"	9.63"	13.13"	11.03"	11.73"	7"
VAS 861MN-43	SINGLE	POLY BAR[3]	4.25"	10.38"	14.63"	12.08"	12.93"	9"
VAS 862MN-35	DOUBLE	POLY BAR[3]	3.50"	9.63"	13.13"	11.03"	11.73"	7"
VAS 862MN-43	DOUBLE	POLY BAR[3]	4.25"	10.38"	14.63"	12.08"	12.93"	9"

Pivot-Ball Eye Lower Mount

Standard Length Base

- 1/2" bore
- 1.98" wide

1/2" Shortened Base

- 1/2" bore
- 1.98" wide

PART NUMBER	VALVING	LOWER	TRAVEL[1]	COLLAPSED	EXTENDED	RIDE MIN.	RIDE MAX.	SPRING
VAS 861MU-43	SINGLE	PIVOT EYE	4.25"	10.38"	14.63"	12.08"	12.93"	9"
VAS 861MW-43	SINGLE	PIVOT EYE	4.25"	10.88"	15.13"	12.58"	13.43"	9"
VAS 862MU-43	DOUBLE	PIVOT EYE	4.25"	10.38"	14.63"	12.08"	12.93"	9"
VAS 862MW-43	DOUBLE	PIVOT EYE	4.25"	10.88"	15.13"	12.58"	13.43"	9"

Pivot-Ball Crossbar Lower Mount

Standard Length Base

- Solid crossbar
- 2.18" - 2.50" centers

1/2" Shortened Base

- Solid crossbar
- 2.18" - 2.50" centers

PART NUMBER	VALVING	LOWER	TRAVEL[1]	COLLAPSED	EXTENDED	RIDE MIN.	RIDE MAX.	SPRING
VAS 861MX-43	SINGLE	PIVOT BAR	4.25"	10.38"	14.63"	12.08"	12.93"	9"
VAS 861MY-43	SINGLE	PIVOT BAR	4.25"	10.88"	15.13"	12.58"	13.43"	9"
VAS 862MX-43	DOUBLE	PIVOT BAR	4.25"	10.38"	14.63"	12.08"	12.93"	9"
VAS 862MY-43	DOUBLE	PIVOT BAR	4.25"	10.88"	15.13"	12.58"	13.43"	9"

'93-02 Camaro Front Coil-Over Conversion

Converting your stock 1993-2002 Camaro front suspension to VariShock coil-over shocks is a simple bolt-on procedure. Our exclusive factory-welded upper-mount assembly bolts to the factory tower, replacing the factory mount. The urethane-bushed lower crossbar mounts directly to the factory or aftermarket lower A-arm. Lightweight billet-aluminum VariShock coil-overs are available in 16-position single-adjustable or 256-combination double-adjustable versions and provide 4.25" of shock travel. Choice of spring rates range from 350 to 450 lb/in, suitable for drag-race use, street-friendly ride quality, or handling performance. A second set of different rate springs can also be selected as an option for tuning purposes. Kits include shocks, springs, mounting hardware, and spanner wrench. All shock components and hardware are plated, anodized, or powder coated for a long-lasting quality appearance. Shocks and springs are packaged in pairs.

Coil-over kit includes springs, direct-fit upper shock mount and lower crossbar, upper spring seat, threaded locking lower spring collar, spanner wrench and mounting hardware.

Optional spring-seat thrust-bearing set

PART NUMBER	VALVING	TOTAL TRAVEL	EXTENDED LENGTH	MIN RIDE-HEIGHT	MAX RIDE-HEIGHT	SPRING LENGTH
VAS 8612F-834	SINGLE	4.25"	18.29"	15.5"	17.0"	12"
VAS 8622F-834	DOUBLE	4.25"	18.29"	15.5"	17.0"	12"
OPTIONS	SECOND SET OF DIFFERENT RATE SPRINGS FOR TUNING					
	LOWER-SPRING-SEAT THRUST-BEARING SET					
NOTE	SOLD IN PAIRS UNLESS OTHERWISE NOTED					

Spring Rates

VEHICLE FRONT WEIGHT	1400-1550 LB	1550-1700 LB	1700-1850 LB
SUGGESTED SPRING RATE	350 LB/IN	400 LB/IN	450 LB/IN
NOTE	12"-LONG SPRING WITH 1-TO-2 INCHES OF PRELOAD		

Bolt-In, OEM-Replacement VariStruts

Replace the factory struts in your '79-04 Mustang or '82-92 Camaro/Firebird with VariShock bolt-in struts, for use with OEM springs, or with our complete coil-over conversion kits to reduce weight and enable suspension tuning. Double-adjustable QuickSet 2 valving enables individual adjustment of compression and extension with sixteen settings available for each. VariStruts feature billet-4130 strut bodies and full-7/8"-diameter piston rods with threaded-stem tops. These are compatible with most 3/4"- or 16mm-bore aftermarket caster-camber plates.

Mustang VariStruts are available in stock- and lowered-height versions to accommodate ride heights ranging from stock to three inches below stock. Mustang applications require spindles with a 1"- or 3/4"-wide mounting boss. Camaro struts are built in the lowered configuration only. VariStruts are packaged in pairs. If your car is not listed, please ask about additional custom applications.

Street/Strip Coil-Over Conversion for '79-04 Mustang and '82-92 Camaro

Coil-over kit includes springs, upper strut bearing mount with urethane bushing, upper spring seat, threaded locking lower spring collar and spanner wrench.

Caster/Camber Plates

The Maximum Motorsports caster/camber plates provide the widest range of alignment settings possible. This ensures that the correct alignment can be achieved for any performance application. Plates are available with black-powder-coat or chrome finish.

MMCC7989	'79-89 MUSTANG, BLACK
MMCC7989-C	'79-89 MUSTANG, CHROME
MMCC9093	'90-93 MUSTANG, BLACK
MMCC9093-C	'90-93 MUSTANG, CHROME
MMCC9994	'94-04 MUSTANG, BLACK
MMCC9994-C	'94-04 MUSTANG, CHROME

Strut-to-spindle mounting hardware and shims

PART NUMBER	DESCRIPTION	TOTAL TRAVEL	EXTENDED LENGTH	RIDE-HEIGHT MIN	RIDE-HEIGHT MAX	SPRING LENGTH
VAS 172DL-156	STRUT FOR OEM SPRING, '79-04 MUSTANG (STOCK HEIGHT)	7.0"	22.0"	17.8"	19.2"	OEM STYLE
VAS 872DL-156	STRUT WITH COIL-OVER KIT2, '79-04 MUSTANG (STOCK HEIGHT)	7.0"	22.0"	17.8"	19.2"	12" X 2-1/2"ID
VAS 172DL-952	STRUT FOR OEM SPRING, '79-04 MUSTANG (LOWERED)	6.5"	20.0"	16.1"	17.4"	OEM STYLE
VAS 872DL-952	STRUT WITH COIL-OVER KIT2, '79-04 MUSTANG (LOWERED)	6.5"	20.0"	16.1"	17.4"	12" X 2-1/2"ID
VAS 172DP-952	STRUT FOR OEM SPRING, '82-92 CAMARO (LOWERED)	6.5"	20.0"	16.1"	17.4"	OEM STYLE
VAS 872DP-952	STRUT WITH COIL-OVER KIT2, '82-92 CAMARO (LOWERED)	6.5"	20.0"	16.1"	17.4"	12" X 2-1/2"ID
NOTES	1 - SOLD ONLY IN PAIRS					
	2 - COIL-OVER KIT INCLUDES SPRINGS, UPPER AND LOWER SPRING-SEAT HARDWARE, AND SPANNER WRENCH					

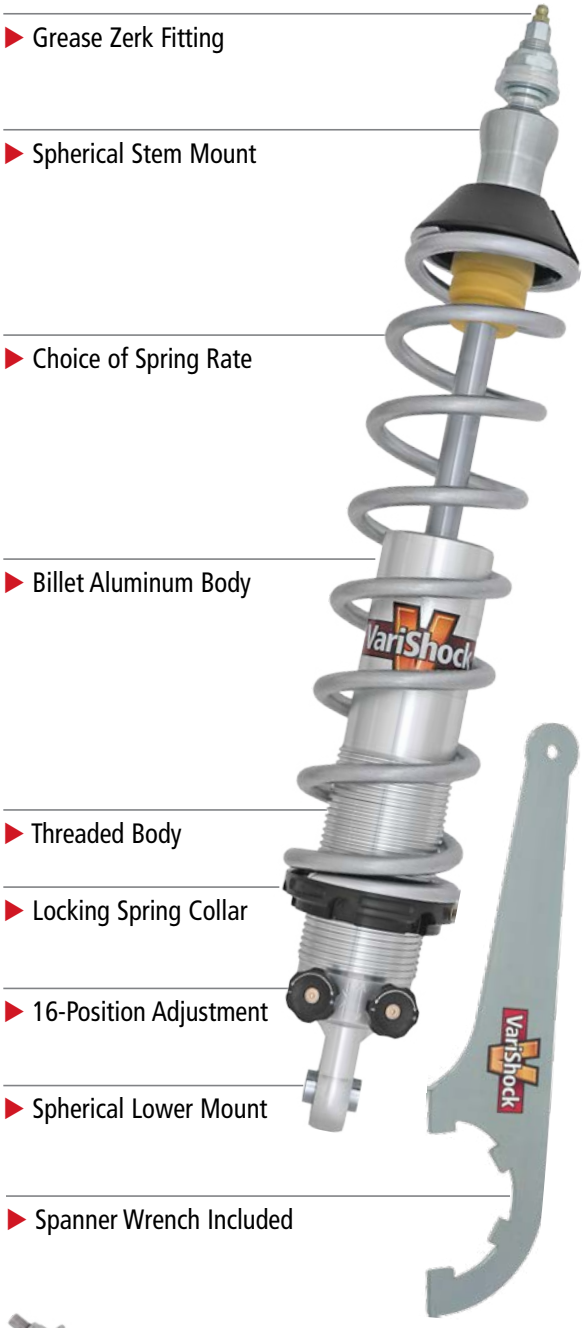
Spring Rates

VEHICLE FRONT WEIGHT	1175-1350 LB	1350-1500 LB	1500-1825 LB	1825-2200 LB
SUGGESTED SPRING RATES FOR 12"-LONG SPRING WITH NO PRELOAD	150 LB/IN	175 LB/IN	200 LB/IN	250 LB/IN

'79-04 Mustang Rear Coil-Over

The Chassisworks' rear coil-over conversion uses a true coil-over shock designed specifically for damping and travel requirements of the Fox chassis. The system utilizes OEM mounting locations and can be used with direct-fit FAB9™ or factory rearend housings. An adjustable lower shock mount is optionally available for both FAB9™ or factory housings. Each end of the shock features spherical bearings which enable the shock to misalign as needed and avoids unpredictable, untunable, bushing deflection. The upper spherical mount is a unique, extended-stem-style configuration that lowers the upper spring seat for additional tire clearance. The stem features an easily accessible zerk fitting to inject grease directly onto the bearing contact surfaces. Shocks are available with 16-position, single- or double-adjustable damping. Kits include coil-over shock, choice of spring rate, and VariShock spanner wrench. Optional adjustable lower shock mounts available.

VAS 861M1-62	VARISHOCK COIL-OVER KIT, QUICKSET 1 (PAIR)
VAS 862M1-62	VARISHOCK COIL-OVER KIT, QUICKSET 2 (PAIR)



■ Adjustable Lower Shock Mount

The adjustable lower shock mount kit enables ride height to be adjusted without adjusting spring preload or adversely affecting available shock travel. Adjustments are made in 7/16" increments to a maximum of 2-5/8". Kits consist of billet steel mounting blocks, precision laser-cut mounting tabs, and 3/8" Grade 8 mounting hardware. Available for use with OEM or FAB9™ rearend housings.

5811-M40	ADJUSTABLE MOUNT,S OEM HOUSING (PAIR)
5811-M41	ADJUSTABLE MOUNTS, FAB9™ HOUSING (PAIR)

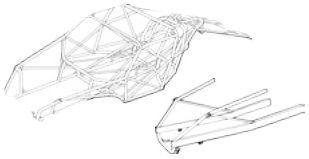
■ '79-04 Mustang VariShock Bolt-Ins

VariShock bolt-ins offer direct-replacement installation with 16-position damping adjustment. Shocks use factory mounting locations and can be used with FAB9™ or OEM rearend housings.

VAS 14149-825	VARISHOCK BOLT-IN REAR, QUICKSET 1 (PAIR)
VAS 14249-825	VARISHOCK BOLT-IN REAR, QUICKSET 2 (PAIR)

VariStrut Front Integral-Spindle Systems

VariStrut is a new family of racing front struts designed and manufactured in the United States. The CNC-machined strut assembly incorporates all the features of our double-adjustable VariShock. It uses our 1-piece, self-locking lower spring seat. The base is machined out of billet stainless steel to incorporate the lower body with the axle. The steering arm, lower A-arm mounting stud, and brake-caliper bracket bolt directly to the base. This compact unit allows us to drop the shock reservoir below the center of the axle. The axle does not press in, which significantly increases available travel. VariStruts are available in 4"-travel aluminum-reservoir and 6"-travel 4130-reservoir configurations. Total suspension travel is increased 60% or greater when compared to struts that offer only 2-1/2" of travel. Each strut accepts 2-1/2"-ID VariSprings with a broad range of spring rates from which to choose. VariStruts were designed as bolt-in replacements for Strange struts to increase your travel by over 1-1/2" to 3-1/2". VariStruts with extended travel are perfect for drag classes restricted to smaller tires. They provide more front suspension travel to increase weight transfer. Available with stud or eye upper mounts. The eye mount uses a spherical bearing (COM-8 Teflon®-lined 1/2" bore x 1-1/8" wide). VariStrut offers excellent weight transfer, high-speed stability, and ease of installation for a lightweight front suspension.



Product system is for use with any of our strut chassis kits.

Purchase strut package with clip or chassis

Installation is eased with our 2-piece, spherical-bearing control arm. With a lower pivot on the strut, the control arm adjusts to set camber and caster. The ride height is set using our lower spring seat. The upper mount can be an 11/16" stem or a spherical COM-8 bearing. The damping is adjusted by two knobs on the lower body. Positioned away from the wheel and brake disc for easy access.

VariStrut is a double-adjustable strut with 16-step adjustments on both bump (compression) and rebound (extension). This allows for an unprecedented 256 combinations of control. The double-adjustable strut allows you to independently set how the car separates for weight transfer and how fast it settles down the track.

Piggyback Drag Race Strut

VAS 9015326	STEM-MOUNT 6"-TRAVEL HIGH REBOUND DRAG-RACE STRUT SYSTEM (PAIR) - INCLUDES QUICKSET 2 INTEGRAL SPINDLE STRUT, 3/4" X 5/8-18 STEM MOUNT, CONTROL ARM, BRAKE KIT AND SPRINGS

Lower Control Arms

Control arms are built from 1"-OD 4130 tubing with 1/2"-thread weld-in tube adapters. A high-misalignment, 5/8"-bore, Teflon®-lined, spherical bearing is housed in a specialized tube adapter that connects to the two arm lengths with the strut's pivot stud. Half-inch shank, Teflon®-lined, 4130 rod ends are available in 1/2" bore size to match the most common chassis mounts.

CONTROL ARM OPTIONS	VARISTRUT CONTROL ARMS (PAIR INCLUDED WITH STRUT)
	4130 ROD ENDS 1/2" BORE X 1/2" THREAD (SET OF FOUR)

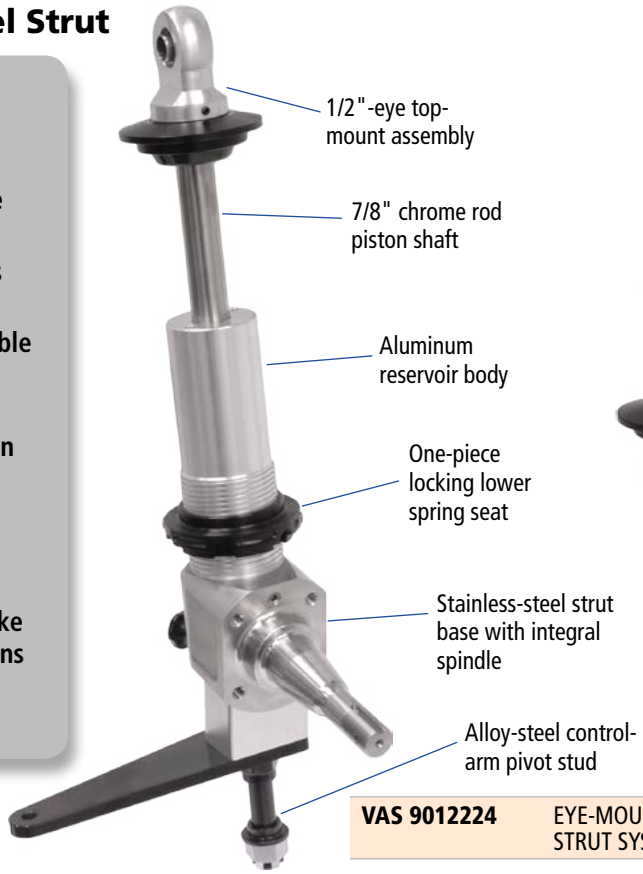
Lower control arms are included with strut purchase, but can also be purchased separately (6191)

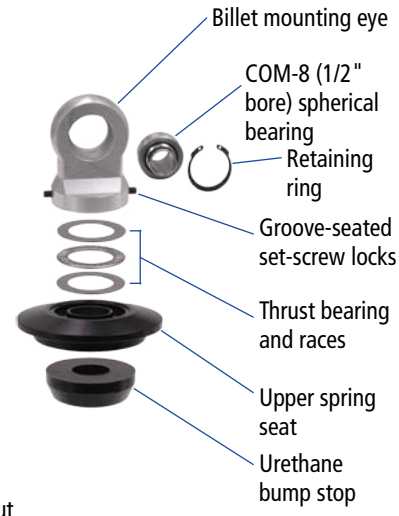
VariStrut Front Integral-Spindle Systems

Eye-Mount 4" Travel Strut

Systems Include:

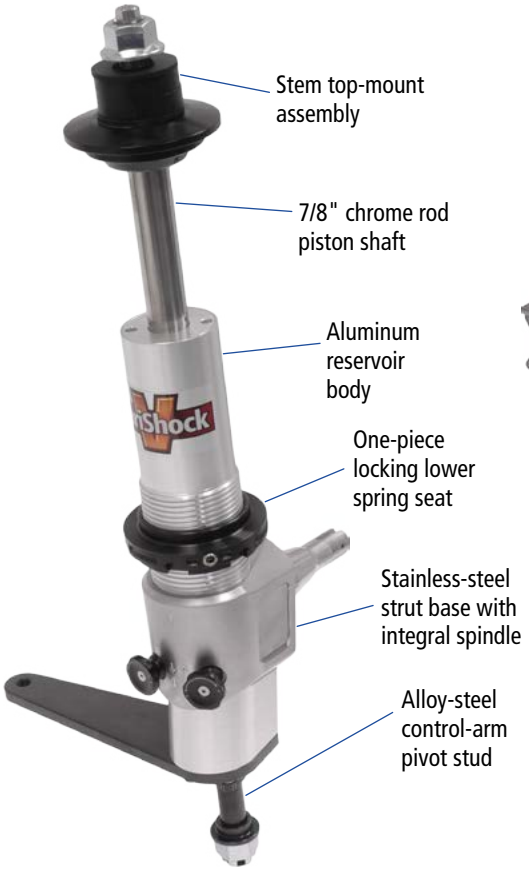
- Aluminum (4" travel) or 4130 (6" travel) reservoir body with integral-spindle stainless-steel strut base
- Choice of top mount styles (stem mount only)
- QuickSet 2 double-adjustable shock valving
- Choice of spring rate
  4" Strut – 210 to 400 lb/in
  6" Strut – 80 to 300 lb/in
- Lower control arm components (rod ends optionally included)
- Hub- or spindle mount brake kit (various upgrade options available)



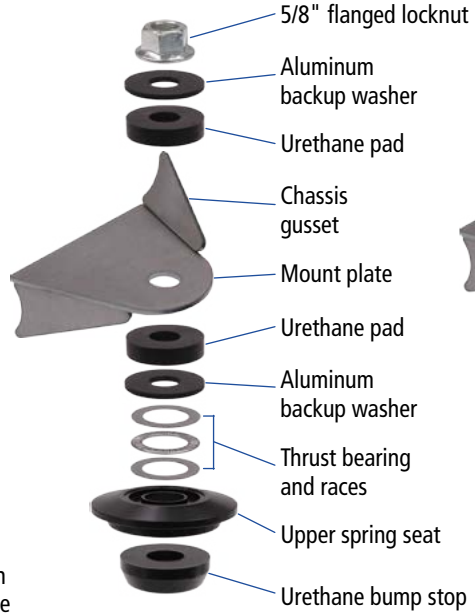


VAS 9012224	EYE-MOUNT 4"-TRAVEL DRAG-RACE STRUT SYSTEM (PAIR)

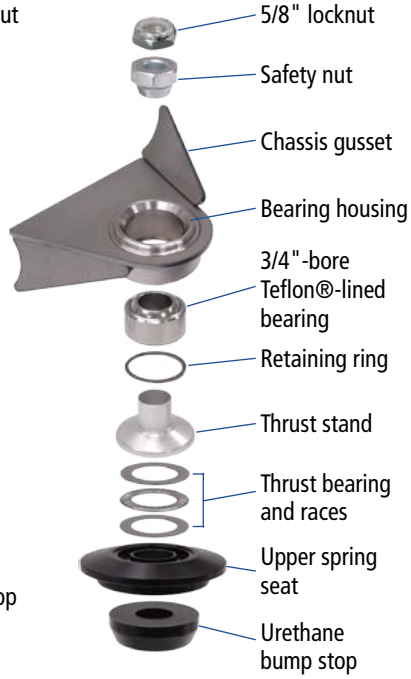
Stem-Mount 4" Travel Strut



Poly-Pad Mount



Spherical-Bearing Mount

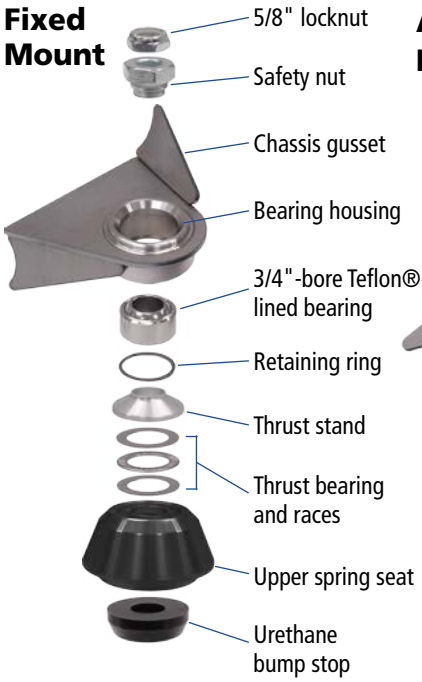


VAS 9012124	STEM-MOUNT 4"-TRAVEL DRAG-RACE STRUT SYSTEM (PAIR)
VAS 505-100	POLY-PAD, STRUT-TOP CHASSIS MOUNT
VAS 505-101	SPHERICAL-BEARING CHASSIS MOUNT FOR STEM TOP
NOTE	MOUNTS ALSO FIT STRANGE STEM-MOUNT STRUTS

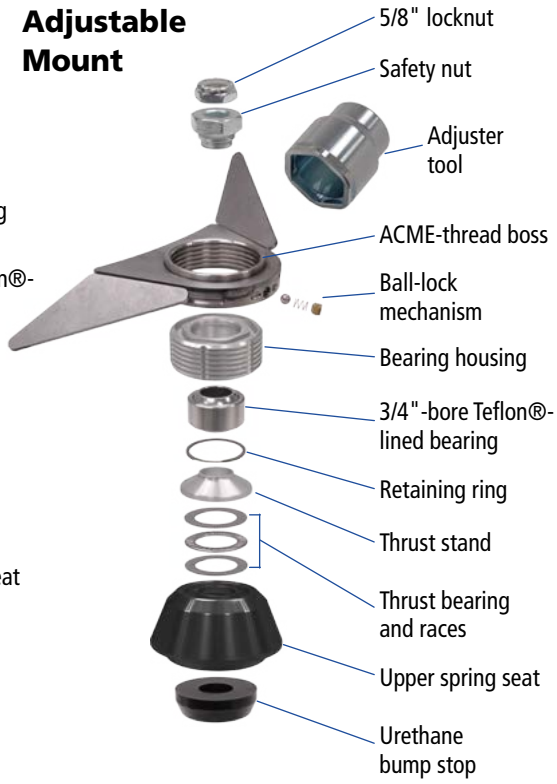
VariStrut Front Integral-Spindle Systems

Stem-Mount Strut (6" Travel)

Fixed Mount



Adjustable Mount



Stem-Mount Strut (2-1/2" Travel)

VAS 9012322	STEM-MOUNT 2-1/2"-TRAVEL DRAG-RACE STRUT SYSTEM (PAIR) WITH 500 LB/IN SPRINGS FOR 1100-1400 LB CAR FRONT WEIGHT
VAS 9012326	STEM-MOUNT 6"-TRAVEL DRAG-RACE STRUT SYSTEM (PAIR)
SPRING RATES (6"-TRAVEL)	80 LB/IN FOR 675-775 LB CAR FRONT WEIGHT
	95 LB/IN FOR 775-900 LB CAR FRONT WEIGHT
	110 LB/IN FOR 900-1025 LB CAR FRONT WEIGHT
	130 LB/IN FOR 1025-1175 LB CAR FRONT WEIGHT
	150 LB/IN FOR 1175-1350 LB CAR FRONT WEIGHT
	175 LB/IN FOR 1350-1500 LB CAR FRONT WEIGHT
	200 LB/IN FOR 1500-1825 LB CAR FRONT WEIGHT
	250 LB/IN FOR 1825-2200 LB CAR FRONT WEIGHT
	300 LB/IN FOR 2200-2600 LB CAR FRONT WEIGHT
BRAKES	SPINDLE MOUNT BRAKE (WELD & AMERICAN WHEELS)
	LIGHT-DUTY BRAKS, SOLID 10" ROTOR
	LIGHT-DUTY BRAKES, SLOTTED 10" ROTOR
	MEDIUM-DUTY BRAKES, SLOTTED 11.75" ROTOR, BLACK CALIPERS
	MEDIUM-DUTY BRAKES, SLOTTED 11.75" ROTOR, POLISHED CALIPERS
CONTROL ARM	CONTROL ARM AND PIVOT ONLY, NO ROD ENDS
	CONTROL ARM WITH 7/16"-BORE WITH 1/2"-SHANK ROD ENDS
	CONTROL ARM WITH 1/2"-BORE WITH 1/2"-SHANK ROD ENDS
TOP MOUNTS	FIXED POSITION COM-12 CHASSIS MOUNT (VAS 505-102)
	ADJUSTABLE HEIGHT COM-12 CHASSIS MOUNT (VAS 505-103)

Strut Tubular Tie-Rod Assemblies

Tie-rod tubes are designed to replace the stock-Pinto-rack tie rod with 5/8"-OD tube. A 7/16" thread on the outboard end attaches a 3/8"-bore, high-misalignment, 4130-body, Teflon®-lined rod end to be used as a tie-rod end.

6194	TIE-ROD TUBES, 3/8 X 7/16", 4130 ROD ENDS (PAIR)

VariStrut Front Integral-Spindle Systems

VariStrut Brake Options

Standard brake options include billet aluminum single-piston floating calipers with 10-1/4" rotors for spindle-mounted wheels or dual-piston fixed calipers with 10" rotors for hub-mounted wheels. A four-piston forged-aluminum caliper with 11-3/4" rotor option is also available for heavier vehicles. Optional slotted rotors can be selected to further reduce weight.

Spindle-Mount Brakes

- **Caliper: Billet aluminum, single-piston, floating caliper (black anodized)**
- **Rotor: 10.25 x .25", slotted rotor**
- **Hat: Billet aluminum, silver-anodized finish**
- **Fits: Weld Racing Wheels - Alumastar 2.0 (788-15001) and Magnum Pro (786-15001 or 786P-15001) and American Racing Wheels - Torq Thrust® Pro (48553S) and TrakStar (48053SBC or 48053S)**

BRAKE OPTION	BRAKE SET FOR SPINDLE-MOUNT WHEELS (INCLUDED WITH STRUT)

Light-Duty Brakes

- **Caliper: Billet aluminum, dual-piston, fixed caliper (black anodized)**
- **Rotor: 10.00 x .35", slotted rotor**
- **Hub: Billet aluminum, silver-anodized finish, 4-1/2" and 4-3/4" 5-lug patterns**

BRAKE OPTIONS	LIGHT-DUTY BRAKE SET, SOLID 10" ROTOR (INCLUDED WITH STRUT)
	LIGHT-DUTY BRAKE SET, SLOTTED 10" ROTOR

Medium-Duty Brakes

- **Caliper: Forged aluminum, four-piston, fixed caliper (black anodized or optional polished finish)**
- **Rotor: 11.75 x .35", slotted rotor**
- **Hub: Billet aluminum, silver-anodized finish, 4-1/2" and 4-3/4" 5-lug patterns**

VariSpring Coil Springs

The new VariSpring line of springs was designed to complement the VariShock family. Once again, we used higher technology to resolve application limitations. These springs are manufactured using a new chrome-silicon, high-tensile wire. This allows the springs to "set solid." The springs can compress until the coils touch without damaging the spring or causing it to take a set, which ultimately changes the ride height. Since this wire can flex more than conventional wire, these springs have greater travel than our competitors' springs of the same rate. These springs will allow your shocks to travel their full range of motion without going solid. This gives you greater traction and control at full bump, and additional suspension travel to work with. If you are ready to take advantage of higher technology with greater travel and lighter, stronger springs, step up to VariSprings.

VariSprings have a silver-powder-coat finish. They are individually labeled with our part number and spring rate on the outside of the coils for easy reference. VariSprings are available for front and rear applications in four lengths and a broad range of rates. All VariSprings are +3% on rate. The steps between rates are sufficiently close to make very fine adjustments. Sold in pairs.

7-inch VariSprings

VAS 21-07400	7" LENGTH, 400 LB/INCH, TRAVEL = 4.15
VAS 21-07450	7" LENGTH, 450 LB/INCH, TRAVEL = 4.17
VAS 21-07500	7" LENGTH, 500 LB/INCH, TRAVEL = 4.05
VAS 21-07575	7" LENGTH, 575 LB/INCH, TRAVEL = 3.58
VAS 21-07650	7" LENGTH, 650 LB/INCH, TRAVEL = 3.51

9-inch VariSprings

VAS 21-09200	9" LENGTH, 210 LB/INCH, TRAVEL = 5.64
VAS 21-09240	9" LENGTH, 240 LB/INCH, TRAVEL = 5.57
VAS 21-09275	9" LENGTH, 275 LB/INCH, TRAVEL = 5.46
VAS 21-09300	9" LENGTH, 310 LB/INCH, TRAVEL = 5.57
VAS 21-09350	9" LENGTH, 350 LB/INCH, TRAVEL = 5.17
VAS 21-09400	9" LENGTH, 400 LB/INCH, TRAVEL = 5.07
VAS 21-09450	9" LENGTH, 450 LB/INCH, TRAVEL = 4.90
VAS 21-09500	9" LENGTH, 500 LB/INCH, TRAVEL = 4.77
VAS 21-09550	9" LENGTH, 550 LB/INCH, TRAVEL = 5.06
VAS 21-09600	9" LENGTH, 600 LB/INCH, TRAVEL = 4.41
VAS 21-09675	9" LENGTH, 675 LB/INCH, TRAVEL = 4.80
VAS 21-09750	9" LENGTH, 750 LB/INCH, TRAVEL = 4.24

12-inch VariSprings

VAS 21-12080	12" LENGTH, 80 LB/INCH, TRAVEL = 8.63
VAS 21-12095	12" LENGTH, 95 LB/INCH, TRAVEL = 8.28
VAS 21-12110	12" LENGTH, 110 LB/INCH, TRAVEL = 7.91
VAS 21-12125	12" LENGTH, 125 LB/INCH, TRAVEL = 8.43
VAS 21-12150	12" LENGTH, 150 LB/INCH, TRAVEL = 7.61
VAS 21-12175	12" LENGTH, 175 LB/INCH, TRAVEL = 7.60
VAS 21-12200	12" LENGTH, 200 LB/INCH, TRAVEL = 7.45
VAS 21-12250	12" LENGTH, 250 LB/INCH, TRAVEL = 7.00
VAS 21-12300	12" LENGTH, 300 LB/INCH, TRAVEL = 7.07
VAS 21-12350	12" LENGTH, 350 LB/INCH, TRAVEL = 7.00
VAS 21-12400	12" LENGTH, 400 LB/INCH, TRAVEL = 6.35
VAS 21-12450	12" LENGTH, 450 LB/INCH, TRAVEL = 5.86
VAS 21-12500	12" LENGTH, 500 LB/INCH, TRAVEL = 5.06
VAS 21-12550	12" LENGTH, 550 LB/INCH, TRAVEL = 5.50
VAS 21-12600	12" LENGTH, 600 LB/INCH, TRAVEL = 5.17
VAS 21-12650	12" LENGTH, 650 LB/INCH, TRAVEL = 5.76

14-inch VariSprings

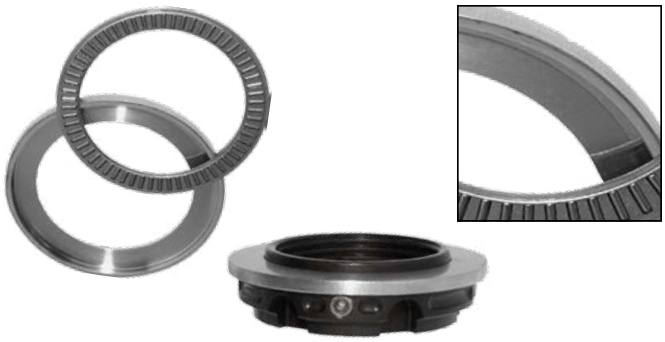
VAS 21-14080	14" LENGTH, 80 LB/INCH, TRAVEL = 10.28
VAS 21-14095	14" LENGTH, 95 LB/INCH, TRAVEL = 9.38
VAS 21-14110	14" LENGTH, 110 LB/INCH, TRAVEL = 9.91
VAS 21-14130	14" LENGTH, 130 LB/INCH, TRAVEL = 9.06
VAS 21-14150	14" LENGTH, 150 LB/INCH, TRAVEL = 9.01
VAS 21-14175	14" LENGTH, 175 LB/INCH, TRAVEL = 8.93

VariShock Accessories

Spring-Seat Thrust Bearings

Thrust bearings are used at the lower spring seat to reduce friction when adjusting ride height. New stainless "cap-style" seats, a VariShock exclusive, enclose the thrust bearing to keep dirt out.

VAS 513-101	SPRING SEAT THRUST BEARING SET, ORIGINAL STYLE
VAS 513-100	SPRING SEAT THRUST BEARING SET, DUST-SHIELD STYLE



Spanner Wrench

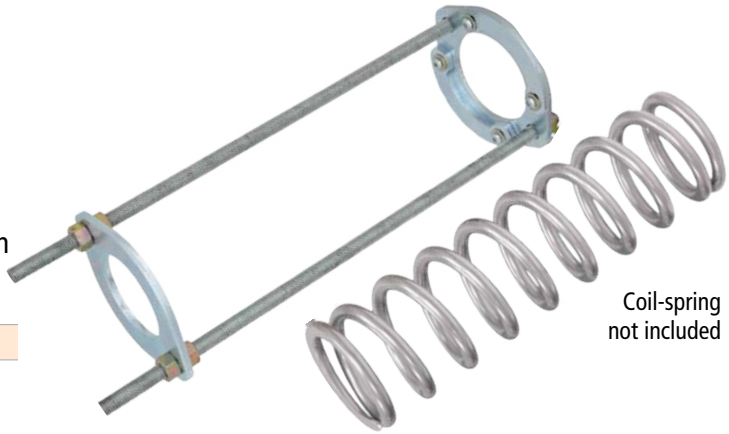
VariShock's exclusive spanner wrench, incorporates four tangs, which engage the lower spring seat in four places, preventing accidental slips.

899-012-201	VARISHOCK SPANNER WRENCH, PLATED STEEL

Coil-Over Spring Compressor

The VariShock coil-over-spring compressor greatly eases lower-spring-collar adjustment on high-preload or high-rate applications. Heavy-duty plates at each end fit 2-1/2" inside- diameter coil springs of 130 lb., rate or greater, with a maximum spring height of 14".

VAS 200	COIL-OVER SPRING COMPRESSOR FOR 2-1/2" SPRINGS



Coil-spring not included

Shock Extended Eyes

Increasing vehicle ride height without disrupting the correct balance of shock travel has never been simpler. Our direct-replacement, billet-aluminum shock mounts feature a 1" extended body, and reuse your existing VariShock polyurethane bushings or COM-8 bearings. Mounts simply screw onto the top of the shock's piston rod and are secured by a jam nut. Extended eyes can be used with any VariShock coil-over shock to raise ride height. Proper suspension travel and clearance must be verified prior to installation. Bushing and bearing hardware not included.

VAS 512-1-2	1"-EXTENDED TOP SHOCK EYE, COM-8 (PAIR)
VAS 512-2-2	1"-EXTENDED TOP SHOCK EYE, POLY (PAIR)

VariShock Smooth Body Shocks

Smooth-Body VariShocks are intended for non-coil-over front or rear applications in which the spring and shock are mounted independently.

Upper Poly-Bushing Stem & Lower Poly-Bushing Mounting Eye

- Upper Mount: Poly-urethane bushing, 3/8" stem for .70" mounting hole
- Lower Mount: Poly-urethane bushing eye for 1/2" hardware and 1-1/4" clevis

SENSISET	QUICKSET 1	QUICKSET 2	USE	TRAVEL	COLLAPSE	EXTEND	RIDE MIN.	RIDE MAX.
VAS 12042-425	VAS 12142-425	VAS 12242-425	BOTH	4.25"	8.30"	12.55"	9.15"	11.70"
VAS 12042-515	VAS 12142-515	VAS 12242-515	BOTH	5.15"	9.20"	14.35"	10.23"	13.32"
VAS 12042-615	VAS 12142-615	VAS 12242-615	REAR	6.15"	10.20"	16.35"	11.43"	15.12"
VAS 12042-715	VAS 12142-715	VAS 12242-715	REAR	7.15"	11.20"	18.35"	12.63"	16.92"
NOTES	LENGTH MEASURED FROM CENTER OF LOWER EYE TO WASHER SHOULDER OF PISTON ROD							
	SOLD ONLY IN PAIRS							

Dual Poly-Bushing Mounting Eyes

- Upper Mount: Poly-urethane bushing eye for 1/2" hardware and 1-1/4" clevis
- Lower Mount: Poly-urethane bushing eye for 1/2" hardware and 1-1/4" clevis

SENSISET	QUICKSET 1	QUICKSET 2	USE	TRAVEL	COLLAPSE	EXTEND	RIDE MIN.	RIDE MAX.
VAS 12022-280	VAS 12122-280	VAS 12222-280	FRONT	2.80"	8.55"	11.35"	9.11"	10.79"
VAS 12022-350	VAS 12122-350	VAS 12222-350	FRONT	3.50"	9.30"	12.80"	10.00"	12.10"
VAS 12022-425	VAS 12122-425	VAS 12222-425	BOTH	4.25"	10.05"	14.30"	10.90"	13.45"
VAS 12022-515	VAS 12122-515	VAS 12222-515	BOTH	5.15"	10.95"	16.10"	11.98"	15.07"
VAS 12022-615	VAS 12122-615	VAS 12222-615	REAR	6.15"	11.95"	18.10"	13.18"	16.87"
VAS 12022-715	VAS 12122-715	VAS 12222-715	REAR	7.15"	12.95"	20.10"	14.38"	18.67"
VAS 12022-825	VAS 12122-825	VAS 12222-825	REAR	8.25"	14.04"	22.29"	15.69"	20.64"
VAS 12022-975	VAS 12122-975	VAS 12222-975	REAR	9.75"	15.54"	25.29"	17.49"	23.34"
NOTES	LENGTH MEASURED FROM CENTERS OF EACH MOUNTING EYE							
	SOLD ONLY IN PAIRS							

Dual Spherical-Bearing Mounting Eyes

- Upper Mount: COM-8 bearing eye for 1/2" hardware and 1" clevis
- Lower Mount: COM-8 bearing eye for 1/2" hardware and 1" clevis

SENSISET	QUICKSET 1	QUICKSET 2	USE	TRAVEL	COLLAPSE	EXTEND	RIDE MIN.	RIDE MAX.
VAS 12011-280	VAS 12111-280	VAS 12211-280	FRONT	2.80"	8.55"	11.35"	9.11"	10.79"
VAS 12011-350	VAS 12111-350	VAS 12211-350	FRONT	3.50"	9.30"	12.80"	10.00"	12.10"
VAS 12011-425	VAS 12111-425	VAS 12211-425	BOTH	4.25"	10.05"	14.30"	10.90"	13.45"
VAS 12011-515	VAS 12111-515	VAS 12211-515	BOTH	5.15"	10.95"	16.10"	11.98"	15.07"
VAS 12011-615	VAS 12111-615	VAS 12211-615	REAR	6.15"	11.95"	18.10"	13.18"	16.87"
VAS 12011-715	VAS 12111-715	VAS 12211-715	REAR	7.15"	12.95"	20.10"	14.38"	18.67"
VAS 12011-825	VAS 12111-825	VAS 12211-825	REAR	8.25"	14.04"	22.29"	15.69"	20.64"
VAS 12011-975	VAS 12111-975	VAS 12211-975	REAR	9.75"	15.54"	25.29"	17.49"	23.34"
NOTES	LENGTH MEASURED FROM CENTERS OF EACH MOUNTING EYE							
	SOLD ONLY IN PAIRS							

VariShock Air Springs

VariShock air springs are a unique product line that combines VariShock shocks with air-bag springs built around the VariShock QuickSet aluminum-bodied, adjustable-shock family. Our double-adjustable shock unit gives you complete ride control as well as adjustable ground clearance. For the ultimate in driving performance and ride-height adjustability, we recommend the VariShock air springs.

We even designed-in trouble-free installation! We made the diameter of the upper-air-bellows mount significantly smaller. We also extended the mounting eyes and machined them both to increase clearance and to incorporate the air-inlet fitting. A full range of travel lengths covers front- and rear-suspension applications. Choose from single-adjustable QuickSet 1 or double-adjustable QuickSet 2 models.

Front - Dual Poly-Eye, 6-1/2" Double-Convoluted

- Upper Mount: Poly-eye, 1/2" or 5/8" hardware with 1-1/4" clevis
- Lower Mount: Poly-eye, 1/2" or 5/8" hardware with 1-1/4" clevis
- Heavy Capacity: Recommended to support engine weight

PART NUMBER	VALVING	TRAVEL	COLLAPSED LENGTH	EXTENDED LENGTH	MIN RIDE HEIGHT	MAX RIDE HEIGHT
VAS 131G2-280	SINGLE	2.65"	9.14"	11.79"	9.67"	11.26"
VAS 131G2-350	SINGLE	3.35"	9.91"	13.26"	10.58"	12.59"
VAS 131G2-425	SINGLE	4.10"	10.66"	14.76"	11.48"	13.94"
VAS 132G2-280	DOUBLE	2.65"	9.14"	11.79"	9.67"	11.26"
VAS 132G2-350	DOUBLE	3.35"	9.91"	13.26"	10.58"	12.59"
VAS 132G2-425	DOUBLE	4.10"	10.66"	14.76"	11.48"	13.94"

Rear - Dual-Eye, 5" Tapered Sleeve with Cap Port

- Poly-Urethane Mount: 1/2" or 5/8" hardware with 1-1/4" clevis
- Medium Capacity: Recommended as rear shock for heavy vehicles

PART NUMBER	EYE STYLE	VALVING	TRAVEL	COLLAPSED LENGTH	EXTENDED LENGTH	MIN RIDE HEIGHT	MAX RIDE HEIGHT
VAS 131J2-425	POLY	SINGLE	4.10"	10.66"	14.76"	11.48"	13.94"
VAS 131J2-515	POLY	SINGLE	5.00"	11.56"	16.56"	12.56"	15.56"
VAS 132J2-425	POLY	DOUBLE	4.10"	10.66"	14.76"	11.48"	13.94"
VAS 132J2-515	POLY	DOUBLE	5.00"	11.56"	16.56"	12.56"	15.56"

Rear - Dual-Eye, 4" Sleeve with Cap Port

- COM-8 Mount: 1/2" hardware with 1" or 1-1/4" clevis
- Poly-Urethane Mount: 1/2" or 5/8" hardware with 1-1/4" clevis
- Light Capacity: Rear shock only for light to medium weight vehicles

PART NUMBER	EYE STYLE	VALVING	TRAVEL	COLLAPSED LENGTH	EXTENDED LENGTH	MIN RIDE HEIGHT	MAX RIDE HEIGHT
VAS 131K1-425	COM-8	SINGLE	4.10"	10.66"	14.76"	11.48"	13.94"
VAS 131K1-515	COM-8	SINGLE	5.00"	11.56"	16.56"	12.56"	15.56"
VAS 131K2-425	POLY	SINGLE	4.10"	10.66"	14.76"	11.48"	13.94"
VAS 131K2-515	POLY	SINGLE	5.00"	11.56"	16.56"	12.56"	15.56"
VAS 132K1-425	COM-8	DOUBLE	4.10"	10.66"	14.76"	11.48"	13.94"
VAS 132K1-515	COM-8	DOUBLE	5.00"	11.56"	16.56"	12.56"	15.56"
VAS 132K2-425	POLY	DOUBLE	4.10"	10.66"	14.76"	11.48"	13.94"
VAS 132K2-515	POLY	DOUBLE	5.00"	11.56"	16.56"	12.56"	15.56"

VariShock Air Springs

Front - Ball-Stud Eye, 6-1/2" Double-Convoluted

- Upper Mount: Ball-stud fits 5/8"-bore mounting hole
- Lower Mount: COM-8, 1/2" hardware with 1" or 1-1/4" clevis
- Heavy Capacity: Recommended to support engine weight

PART NUMBER	EYE STYLE	VALVING	TRAVEL	COLLAPSED LENGTH	EXTENDED LENGTH	MIN RIDE HEIGHT	MAX RIDE HEIGHT
VAS 131M1-280	STANDARD	SINGLE	2.65"	9.90"	12.70"	10.43"	12.02"
VAS 131M1-350	STANDARD	SINGLE	3.35"	10.60"	14.10"	11.27"	13.28"
VAS 131M1-425	STANDARD	SINGLE	4.10"	11.35"	15.60"	12.17"	14.63"
VAS 131MR-280	SHORT	SINGLE	2.65"	9.40"	12.20"	9.93"	11.52"
VAS 131MR-350	SHORT	SINGLE	3.35"	10.10"	13.60"	10.77"	12.78"
VAS 131MR-425	SHORT	SINGLE	4.10"	10.85"	15.10"	11.67"	14.13"
VAS 132M1-280	STANDARD	DOUBLE	2.65"	9.90"	12.70"	10.43"	12.02"
VAS 132M1-350	STANDARD	DOUBLE	3.35"	10.60"	14.10"	11.27"	13.28"
VAS 132M1-425	STANDARD	DOUBLE	4.10"	11.35"	15.60"	12.17"	14.63"
VAS 132MR-280	SHORT	DOUBLE	2.65"	9.40"	12.20"	9.93"	11.52"
VAS 132MR-350	SHORT	DOUBLE	3.35"	10.10"	13.60"	10.77"	12.78"
VAS 132MR-425	SHORT	DOUBLE	4.10"	10.85"	15.10"	11.67"	14.13"

Front - Direct-Fit Early GM, 6-1/2" Double-Convoluted

- Upper Mount: Ball-stud fits 5/8"-bore mounting hole
- Lower Mount: Poly eye or crossbar (3/8" hardware, 2.38" to 3.00" spacing)
- Heavy Capacity: Recommended to support engine weight

PART NUMBER	VALVING	TRAVEL	COLLAPSED LENGTH	EXTENDED LENGTH	MIN RIDE HEIGHT	MAX RIDE HEIGHT
VAS 131MN-280	SINGLE	2.65"	9.48"	12.13"	10.01"	11.60"
VAS 131MN-350	SINGLE	3.35"	10.25"	13.60"	10.92"	12.93"
VAS 131MN-425	SINGLE	4.10"	11.00"	15.10"	11.82"	14.28"
VAS 132MN-280	DOUBLE	2.65"	9.48"	12.13"	10.01"	11.60"
VAS 132MN-350	DOUBLE	3.35"	10.25"	13.60"	10.92"	12.93"
VAS 132MN-425	DOUBLE	4.10"	11.00"	15.10"	11.82"	14.28"

Front - Direct-Fit Early Ford, 6-1/2" Double-Convoluted

- Upper Mount: Ball-stud shock-tower adapter, standard height or 1" drop
- Lower Mount: Crossbar, 4.39" bolt pattern with 3/8" hardware
- Heavy Capacity: Recommended to support engine weight

PART NUMBER	VALVING	APPLICATION	TRAVEL	MIN RIDE HEIGHT	MAX RIDE HEIGHT
VAS 13M11F1	SINGLE	64-66 MUSTANG	3.35"	10.92"	12.93"
VAS 13M11F2	DOUBLE	64-66 MUSTANG	3.35"	10.92"	12.93"
VAS 13M21F1	SINGLE	67-73 MUSTANG	3.35"	10.92"	12.93"
VAS 13M21F2	DOUBLE	67-73 MUSTANG	3.35"	10.92"	12.93"
FITS: COMET, COUGAR, CYCLONE, FAIRLANE, FALCON, MAVERICK, MONTEGO, RANCHERO, TORINO					

Air Management

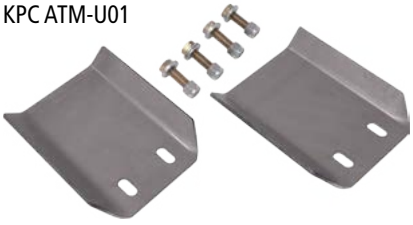
Air Tanks and Mounts

Two styles of air tanks are available, each featuring multiple inlet/outlet ports as well as a drain. The leg-mount version is a simple bolt-on, and can be easily secured to easily to any suitable flat surface. The end-mount tank can be mounted between the frame rails, but requires welding to the install the two frame brackets. Once the brackets are installed the end-mount tank is bolted into place.

3462-05L-6

3462-07-5

KPC ATM-U01



3462-05-6	5-GALLON AIR TANK, 8" X 25", (2) 1/2" PORTS OPPOSITE ENDS, (1) 1/4" TOP PORT, (1) 1/4" BOTTOM PORT, LEGS: 1-1/8" X 5-1/2", 4-1/4" X 16" PATTERN
3462-05L-6	5-GALLON AIR TANK, 7" X 33", (2) 1/2" PORTS OPPOSITE ENDS, (1) 1/4" TOP PORT, (1) 1/4" BOTTOM PORT, LEGS: 1-1/8" X 5-1/2", 4-1/4" X 16" PATTERN
3462-07-5	7-GALLON AIR TANK, 8" X 33", (2) 1/2" PORTS OPPOSITE SIDES, (2) 3/8" PORTS OPPOSTIE ENDS, (1) 1/4" DRAIN, END MOUNTS: 2-1/4" X 32" PATTERN
KPC ATM-U01	MOUNTING KIT FOR 7-GALLON TANK, WELD ON

Compressors

- **Gearless, direct-drive electric motors**
- **Oil-less design requires no maintenance (beside filter inspection/replacement)**
- **Anodized piston cylinder for decreased wear**
- **Precision, high speed, durable bearings**
- **Efficient, oversized heat sink head assembly**
- **Vibration isolators for safe & quiet operation**
- **Thermal overload protection that protect compressor in event of overheating/over duty cycle operation (where applicable)**

3447-380C-DC

3447-400C

3447-480C

3447-380C	VIAIR 380C COMPRESSOR - CHROME - 55% - 100% DUTY CYCLE - 200 PSI - 1/4 NPT LEADER HOSE, CHECK VALVE, 1.49 CFM
3447-400C	VIAIR 400C COMPRESSOR - CHROME - 33% DUTY CYCLE - 150 PSI - 1/4 NPT LEADER HOSE, CHECK VALVE, 2.54 CFM
3447-460C	VIAIR 460C COMPRESSOR - CHROME - 100% DUTY CYCLE - 150 PSI -3/8 NPT LEADER HOSE, CHECK VALVE, 1.66 CFM
3447-480C	VIAIR 480C COMPRESSOR - CHROME - 50% - 100% DUTY CYCLE - 200 PSI - 3/8 NPT LEADER HOSE, CHECK VAVLE, 1.76 CFM
3447-380C-DC	VIAIR 380C DUAL COMPRESSOR PACK - CHROME
3447-400C-DC	VIAIR 400C DUAL COMPRESSOR PACK - CHROME
3447-480C-DC	VIAIR 480C DUAL COMPRESSOR PACK - CHROME

VariShock Bolt-In Shocks

"On the street or strip, VariShock offers the ultimate direct-replacement shock absorbers for cars and trucks!"

Stem Mount

This stem mount is threaded (3/8"D x 2-1/2"L) and is designed to fit into the existing upper mount of many vehicles.

Closed Crossbar

Our crossbars are produced in open and closed styles and use the urethane bushings with 350% more material, improving load distribution and extending bushing life.

Open Crossbar

Our crossbars are produced in open and closed styles and use the urethane bushings with 350% more material, improving load distribution and extending bushing life.

Pin Mount

Our pin mount comes in sizes to match many vehicles and uses the urethane bushings, which feature up to 350% more material, improving load distribution and extending bushing life.

SENSISET	QUICKSET 1	QUICKSET 2	RIDE	COMPRESS	EXTEND	TRAVEL	UPPER MOUNT	CODE	LOWER MOUNT	CODE
-	14122-615	14222-615	15.02"	11.94"	18.09"	6.15"	EYE 7/16" TO 1/2"	501	EYE 7/16" TO 1/2"	501
14044-715	14144-715	14244-715	14.40"	10.83"	17.98"	7.15"	STEM 3/8"	201	STEM 3/8"	700
14045-425	14145-425	14245-425	10.43"	8.30"	12.55"	4.25"	STEM 3/8"	201	CROSSBAR OPEN	300
14045-515	14145-515	14245-515	11.78"	9.20"	14.35"	5.15"	STEM 3/8"	201	CROSSBAR OPEN	300
-	14145-615	14245-615	13.28"	10.20"	16.35"	6.15"	STEM 3/8"	201	CROSSBAR OPEN	300
-	14146-515	14246-515	11.78"	9.20"	14.35"	5.15"	STEM 3/8"	201	CROSSBAR CLOSED	301
-	14146-615	14246-615	13.28"	10.20"	16.35"	6.15"	STEM 3/8"	201	CROSSBAR CLOSED	301
14047-425	14147-425	14247-425	9.96"	7.84"	12.09"	4.25"	STEM 3/8"	201	STUD PLATE	600
14047-515	14147-515	14247-515	11.31"	8.74"	13.89"	5.15"	STEM 3/8"	201	STUD PLATE	600
14047-615	14147-615	14247-615	12.81"	9.74"	15.89"	6.15"	STEM 3/8"	201	STUD PLATE	600
14049-715	14149-715	14249-715	14.78"	11.20"	18.35"	7.15"	STEM 3/8"	201	CANTILEVER PIN 1/2"	400
14049-825	14149-825	14249-825	16.43"	12.30"	20.55"	8.25"	STEM 3/8"	201	CANTILEVER PIN 1/2"	400
-	1414C-515	1424C-515	13.06"	10.49"	15.64"	5.15"	STEM 3/8"	201	CLEVIS FORK	800
14064-715	14164-715	14264-715	16.14"	12.57"	19.72"	7.15"	CROSSBAR CLOSED	301	STEM 3/8"	700
14067-425	14167-425	14267-425	11.70"	9.58"	13.83"	4.25"	CROSSBAR CLOSED	301	STUD PLATE	600
14069-715	14169-715	14269-715	16.52"	12.94"	20.09"	7.15"	CROSSBAR CLOSED	301	CANTILEVER PIN 1/2"	400
-	14188-425	14288-425	12.17"	10.04"	14.29"	4.25"	EYE 1/2" TO 11/16"	521	EYE 1/2" TO 11/16"	521
-	14188-715	14288-715	16.52"	12.94"	20.09"	7.15"	EYE 1/2" TO 11/16"	521	EYE 1/2" TO 11/16"	521
-	14188-825	14288-825	18.17"	14.04"	22.29"	8.25"	EYE 1/2" TO 11/16"	521	EYE 1/2" TO 11/16"	521

NOTES BOLT-IN FRONT SHOCKS ARE LARGER IN DIAMETER THAN THE HOLE IN THE LOWER A-ARM. THE LOWER A-ARM MUST BE DISCONNECTED FROM THE SPINDLE TO ALLOW INSTALLATION OF THE SHOCK INTO THE FRONT COIL SPRING. SOLD ONLY IN PAIRS.

Mount Codes:

These codes define the style and range of mountings that attach the individual model numbers.

201	UPPER 3/8"-THREAD STEM X 2-1/8" LONG
300	OPEN CROSSBARS FOR 2-1/8 TO 2-1/2" BOLT CENTERS
	7/16" BOLT X 1-1/4, 1-3/8, OR 3-3/8" SLEEVE WIDTH
	12MM BOLT X 1-1/4, 1-1/2, OR 1-5/8" SLEEVE WIDTH
	1/2" BOLT X 1-1/4, 1-3/8, OR 1-5/8" SLEEVE WIDTH
301	CLOSED CROSSBARS FOR 2-3/8 TO 3" BOLT CENTERS
	5/8" BOLT X 1-1/4" SLEEVE WIDTH
400	CANTILEVER PIN 1/2" THREAD WITH 1-5/16" OFFSET
	7/16" BOLT X 1-1/4, 1-3/8, OR 3-3/8" SLEEVE WIDTH
	12MM BOLT X 1-1/4, 1-1/2, OR 1-5/8" SLEEVE WIDTH
	1/2" BOLT X 1-1/4, 1-3/8, OR 1-5/8" SLEEVE WIDTH

501	7/16" BOLT X 1-1/4, 1-3/8, OR 3-3/8" SLEEVE WIDTH
	12MM BOLT X 1-1/4, 1-1/2, OR 1-5/8" SLEEVE WIDTH
	1/2" BOLT X 1-5/16, 1-3/8, OR 1-5/8" SLEEVE WIDTH
521	12MM BOLT X 1-1/4, 1-1/2, OR 1-5/8" SLEEVE WIDTH
	1/2" BOLT X 1-1/4, 1-3/8, OR 1-5/8" SLEEVE WIDTH
	9/16" BOLT WITH 1-5/8" SLEEVE WIDTH
	5/8" BOLT WITH 1-5/16" SLEEVE WIDTH
	11/16" BOLT WITH 1-9/16" SLEEVE WIDTH
600	5/16" STUD PLATES ON 2-1/8" CENTERS
700	LOWER 3/8"-THREAD STEM X 2-1/8" LONG
800	CLEVIS FORK WITH 5/8" BORE X 2-3/4" WIDE

VariShock Bolt-In Shocks

VAS 14X22

Upper Mount:
Eye 7/16" to 1/2"

Lower Mount:
Eye 7/16" to 1/2"

Travel Lengths:
6.15"

VAS 14X44

Upper Mount:
Stem 3/8"

Lower Mount:
Stem 3/8"

Travel Lengths:
7.15"

VAS 14X45

Upper Mount:
Stem 3/8"

Lower Mount:
Crossbar Open

Travel Lengths:
4.25", 5.15", 6.15"

VAS 14X46

Upper Mount:
Stem 3/8"

Lower Mount:
Crossbar Closed

Travel Lengths:
5.15", 6.15"

VAS 14X47

Upper Mount:
Stem 3/8"

Lower Mount:
Stud Plate

Travel Lengths:
4.25", 5.15", 6.15"

VAS 14X49

Upper Mount:
Stem 3/8"

Lower Mount:
Cantilever Pin 1/2"

Travel Lengths:
7.15", 8.25"

VAS 14X4C

Upper Mount:
Stem 3/8"

Lower Mount:
Clevis Fork

Travel Lengths:
5.15"

VAS 14X64

Upper Mount:
Crossbar Closed

Lower Mount:
Stem 3/8"

Travel Lengths:
7.15"

VAS 14X67

Upper Mount:
Crossbar Closed

Lower Mount:
Stud Plate

Travel Lengths:
4.25"

VAS 14X69

Upper Mount:
Crossbar Closed

Lower Mount:
Cantilever Pin 1/2"

Travel Lengths:
7.15"

VAS 14X88

Upper Mount:
Eye 1/2" to 11/16"

Lower Mount:
Eye 1/2" to 11/16"

Travel Lengths:
4.25", 7.15", 8.25"

VariShock Bolt-In Shocks

Replace the "X" in the part number with a 1 when purchasing QuickSet 1 or a 2 for QuickSet 2 style shocks. Consult the factory for applications not shown.

BUICK		FRONT	REAR
APOLLO	73-75	VAS 14X45-425	VAS 14X69-715
REGAL	73-87	VAS 14X45-425	VAS 14X69-715
SKYLARK	64-67	VAS 14X45-515	VAS 14X69-715
	68-79	VAS 14X45-425	VAS 14X69-715
CHEVY		**FRONT**	**REAR**
BEL AIR	53-54	-	VAS 14X49-825
	55-57	VAS 14X45-515	VAS 14X49-825
	65-81	VAS 14X45-515	VAS 14X69-715
CAMARO	67-69	VAS 14X45-425	VAS 14X49-715
	70-81	VAS 14X45-515	VAS 14X64-715
	82-02	SEE STRUTS	VAS 14X49-715
CHEVELLE	64-67	VAS 14X45-515	VAS 14X69-715
	68-77	VAS 14X45-425	VAS 14X69-715
CORVETTE	53-62	-	VAS 14X49-715
	63-82	VAS 14X45-515	VAS 14X28-425
	84-87	VAS 14X46-515	VAS 14X28-425
	89-96	VAS 14X46-515	VAS 14X46-515
	97-04	VAS 14X46-615	VAS 14X4C-515
IMPALA	58-64	VAS BIH20-FX	VAS BIH20-RX
	65-85	VAS 14X45-515	VAS 14X69-715
MONTE CARLO	70-88	VAS 14X45-425	VAS 14X69-715
NOVA, CHEVY II	62-67	VAS 14X47-615	VAS 14X49-715
NOVA	68-79	VAS 14X45-425	VAS 14X69-715
C-10, C-1500	50-55	-	VAS 14X49-825
	55-59	VAS 14X88-715	-
	63-66	VAS 14X88-425	VAS 14X88-715
	67-72 COIL	VAS 14X88-425	VAS 14X22-615
	67-72 LEAF	VAS 14X88-425	VAS 14X88-715
	73-87	VAS 14X88-425	VAS 14X88-825
	87-99	VAS 14X45-515	-
S-10, 2WD	82-93	VAS 14X45-425	-
	94-01	VAS 14X45-425	-
DODGE		**FRONT**	**REAR**
CHALLENGER	70-74	VAS 14X45-615	VAS 14X88-825
CHARGER	66-72	VAS 14X45-615	VAS 14X88-825
	73-76	-	VAS 14X88-825
CORONET	55-61	-	VAS 14X88-825
	62-72	VAS 14X45-615	VAS 14X88-825
	73-76	-	VAS 14X88-825
DART, DEMON, SWINGER	60-61	-	VAS 14X88-825
	62-76	VAS 14X45-615	VAS 14X88-825
DAKOTA 2 WD	87-01	VAS 14X45-425	-
FORD/MERCURY		**FRONT**	**REAR**
COUGAR	67-70	VAS 14X67-425	VAS 14X44-715
	71-73	VAS 14X47-425	VAS 14X44-715
CYCLONE	64-67	VAS 14X45-515	VAS 14X49-825
	68-71	VAS 14X47-515	VAS 14X44-715

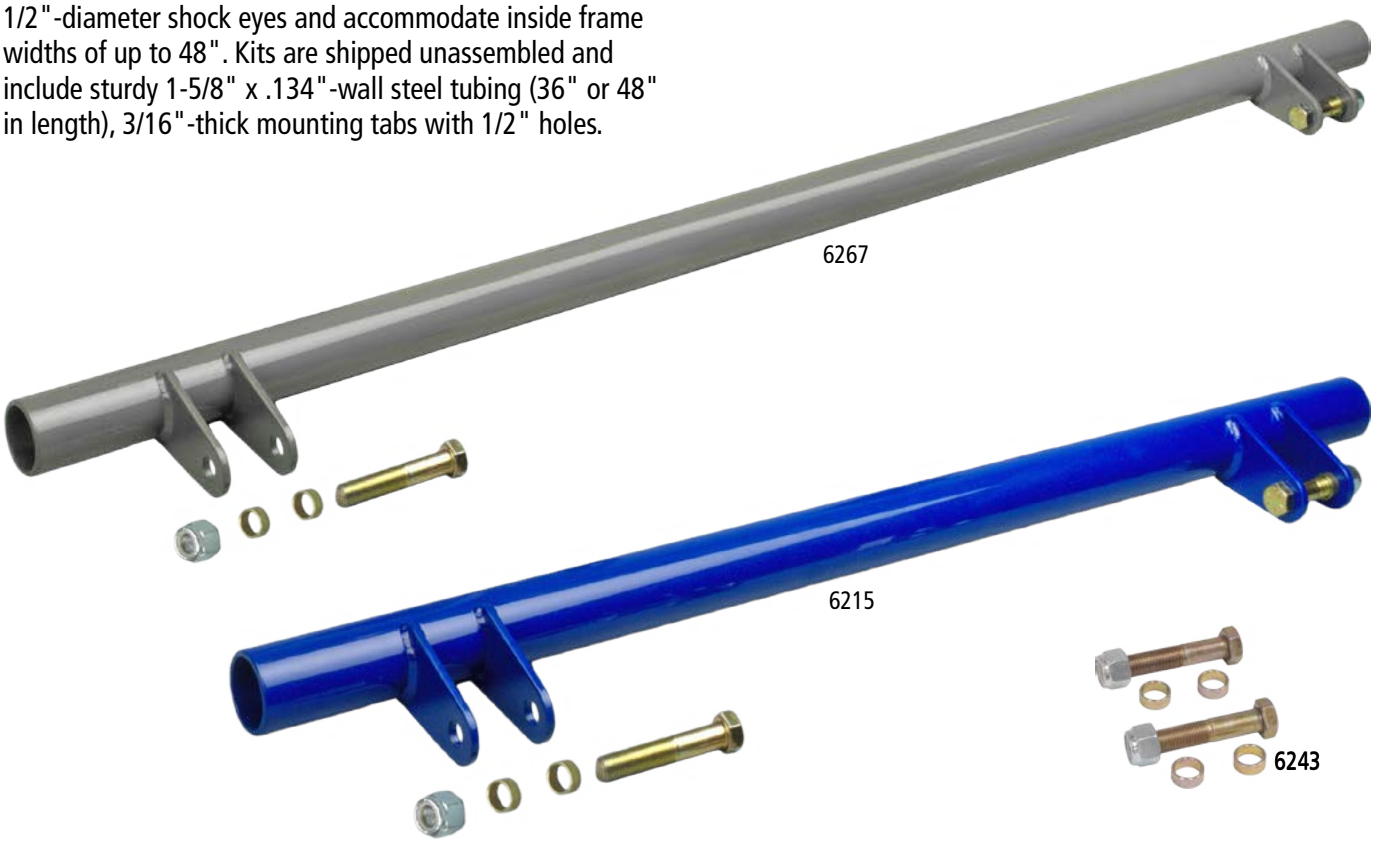
FORD/MERCURY		FRONT	REAR
F-150	48-52	VAS 14X88-715	-
	55	-	VAS 14X88-715
	56-60	-	VAS 14X49-715
	61-64	-	VAS 14X88-715
	80-96	VAS 14X45-515	-
	97-01	VAS 14X45-615	-
FAIRLANE, FAIRLANE 500	57-58	VAS 14X45-515	VAS 14X44-715
	59-62	VAS 14X45-515	-
	62-65	-	VAS 14X44-715
	66-70	VAS 14X47-515	VAS 14X44-715
FALCON, COMET	60-70	VAS 14X47-515	VAS 14X44-715
MAVERICK, COMET	69-77	VAS 14X67-425	VAS 14X49-715
MUSTANG	65-70	VAS 14X67-425	VAS 14X44-715
	71-73	VAS 14X47-425	VAS 14X44-715
	74-78	VAS 14X45-425	VAS 14X45-615
	79-02	SEE STRUTS	VAS 14X49-825
TORINO, MONTEGO	68-71	VAS 14X47-515	VAS 14X44-715
	72-76	VAS 14X45-515	VAS 14X49-715
OLDSMOBILE		**FRONT**	**REAR**
CUTLASS, CUTLASS SUPREME	64-67	VAS 14X45-515	VAS 14X69-715
	68-88	VAS 14X45-425	VAS 14X69-715
OMEGA	73-79	VAS 14X45-425	VAS 14X69-715
PLYMOUTH		**FRONT**	**REAR**
BARRACUDA	64-69	VAS 14X45-615	VAS 14X88-825
	70-74	VAS 14X45-615	VAS 14X88-825
BELVEDERE, SATELLITE	55-61	-	VAS 14X88-825
	62-72	VAS 14X45-615	VAS 14X88-825
	73-74	-	VAS 14X88-825
DUSTER, SCAMP, VALIANT	60-76	VAS 14X45-615	VAS 14X88-825
FURY	59-61	-	VAS 14X88-825
	62-64	VAS 14X45-615	VAS 14X88-825
	65-70	-	VAS 14X88-825
	75-76	-	VAS 14X88-825
FURY GRAN	74-77	-	VAS 14X88-825
PONTIAC		**FRONT**	**REAR**
FIREBIRD	67-69	VAS 14X45-425	VAS 14X49-715
	70-81	VAS 14X45-515	VAS 14X64-715
	82-02	-	VAS 14X49-715
GRAND PRIX	65-68	VAS 14X45-515	-
	69-87	VAS 14X45-425	VAS 14X69-715
GTO	64-67	VAS 14X45-515	VAS 14X69-715
	68-74	VAS 14X45-425	VAS 14X69-715
LE MANS, TEMPEST	64-67	VAS 14X45-515	VAS 14X69-715
	68-83	VAS 14X45-425	VAS 14X69-715
VENTURA & II	71-72	VAS 14X45-425	VAS 14X69-715

Due to deviations in ride height, you must verify that the application chart's suggested shock will actually fit your vehicle. Consult the dimensional chart on opposite page to determine that the selected shock's compressed length, extended length, and upper and lower mounts are correct for your vehicle.

Rear Shock-Mount Components

Rear Shock Crossmember Kits

Our rear upper-shock crossmember kits are designed for 1/2"-diameter shock eyes and accommodate inside frame widths of up to 48". Kits are shipped unassembled and include sturdy 1-5/8" x .134"-wall steel tubing (36" or 48" in length), 3/16"-thick mounting tabs with 1/2" holes.



6215	36" SHOCK CROSSMEMBER, WITH HARDWARE
6267	48" SHOCK CROSSMEMBER, WITH HARDWARE
6243	SHOCK MOUNT HARDWARE ONLY (BOLTS, SPACERS)

Round-Tube Shock-Mount Kit

Mounting tabs feature a curved base notch and can be easily fit to 1-5/8" or 1-3/4" round tubing. Half-inch Grade 8 hardware and misalignment spacers included.

6217	ROUND-TUBE SHOCK MOUNTS AND HARDWARE

Flat-Surface Shock-Mount Kit

Mounting tabs feature a flat base notch with 1-3/4" hole offset to easily mount below or along side of any flat and suitably strong mounting surface. Half-inch Grade 8 hardware and misalignment spacers included.

6279	FLAT-SURFACE SHOCK MOUNTS AND HARDWARE

Rear Shock-Mount Components

Full-Height Lower Shock Mounts

Full-height mounts are for use with housings that do not have a back brace and wrap around the back side of axle tubes up to 3" in diameter. Reversing the orientation and position of the shock brackets permits up to 20 different mounting positions with a ride-height adjustment range of 8-3/4". Axle brackets are laser cut from 1/4"-thick sheet metal with 3/8" shock-bracket mounting holes. Mount sets include axle-housing mounts, tubular support gussets, shock brackets, and Grade 8 mounting hardware.

6224	20-POSITION MOUNTS AND BRACKETS ONLY

Half-Height Lower Shock Mounts

Half-height mounts are for use with back-brace-equipped rearend housings. The mount welds along the bottom of the 3" axle tube and back brace. Ten mounting positions are available by reversing the orientation and position of the shock brackets, enabling a ride-height adjustment range of 5". Axle brackets are laser cut from 1/4"-thick sheet metal with 3/8" shock-bracket mounting holes. Mount sets include axle-housing mounts, tubular support gussets, shock brackets, and Grade 8 mounting hardware.

6216	10-POSITION MOUNTS AND BRACKETS ONLY

4-Link Lower Shock Mounts

Our 4-link shock mounts are for use with Chassisworks Battle Cruiser or Pro Street 4-link axle brackets. The 1/4"-thick laser cut mounts weld to the back side of axle brackets and feature 3/8" shock-bracket mounting holes. Reversing the orientation and position of the shock brackets permits up to 10 different mounting positions with a ride-height adjustment range of 5". Mount sets include axle-housing mounts, shock brackets, and Grade 8 mounting hardware.

6281	FOR WELDING TO BATTLE CRUISER OR PRO STREET 4-LINK BRACKET, 10-POSITION

Rear VariShock Coil-Over Package

VariShock's weld-in conversion system converts any vehicle's rear suspension to coil-overs. Packaged complete with VariSprings, VariShocks and all mounting hardware, this exclusive system is configurable to your specific needs. We even provide a special spanner wrench specifically designed to make adjustments in ride height.

You choose SensiSet, QuickSet 1 or QuickSet 2 shocks with either poly or bearing-mount eyes. Standard-length VariShocks offer 5 inches of travel with 13-to-14-inch ride height; optionally available are 6-inch-travel VariShocks with 14-3/8 to 15-5/8 inches of ride height.

You also get a pair of VariSprings with 12-inch free length, in the spring rate of your choice (suitable for either 5-inch- or 6-inch-travel shocks). Because spring rates are often used as a chassis-tuning aid, we offer a second set of VariSprings — at a substantial price discount — in a different rate, to help you optimize the performance of your vehicle. (To determine the correct rate, locate the final weight of the rear of your vehicle in the accompanying spring-rate chart.)

Standard width of the round, 1-5/8-inch-diameter, upper crossmember is 36 inches. Optionally available is a 48-inch version. Our standard adjustable lower shock mounts (shown) are engineered to fit most 3-inch-tube axle housings. Also available are optional lower mounts that fit either back-brace-style housings or attach directly to the rear of the 4-link axle bracket. For Eliminator II-style 4-links, billet-aluminum lower mounts are offered.

The optional coil-spring compressor is highly recommended for installation of springs with rates exceeding 130 lb./in.

Special Package Deal!

Order the rear VariShock system. Includes coil-over shocks, upper crossmember, lower shock mounts, and choice of spring rate.

VAS 910	REAR SHOCK SYSTEM WITH VARISHOCK COIL-OVER SHOCKS, SPRINGS, AND VARISPRINGS

Baseline Spring Rate Selection

Spring rate affects ride quality, ride height, stored energy, weight transfer and how effectively the front suspension handles downward movement after drag race launches. Differences in vehicles such as specific performance application, weight reduction and chassis stiffening should be taken into consideration. Additional springs can be purchased for tuning purposes. The recommended spring rates are based on the combination of weight of the car and baseline ride height.

Additional information regarding ride height and spring rate selection is available by downloading the Installation and Tuning Guide from the VariShock product document library. The document library contains application charts, data sheets, instructions, and catalog pages for the entire VariShock product line.

http://www.VariShock.com

Spring-Rate Guide

REAR VEHICLE WEIGHT (LBS)	RATE (LB/IN)	SPRING TRAVEL
820-925	80	8.63"
925-1025	95	8.28"
1025-1125	110	7.91"
1125-1225	130	8.43"
1225-1350	150	7.61"
1350-1500	175	7.60"
1500-1750	200	7.45"
1750-2025	250	7.00"
2025-2300	300	7.07"
2300-2600	350	7.00"
2600-2900	400	6.35"
2900-3200	450	6.24"

Rear VariShock Coil-Over Package

OPTION - Shocks and Springs

SHOCK AND SPRING OPTIONS	RIDE-SENSITIVE VARISHOCK COIL-OVERS WITH SPRINGS
	SINGLE-ADJUSTABLE VARISHOCK COIL-OVERS WITH SPRINGS
	DOUBLE-ADJUSTABLE VARISHOCK COIL-OVERS WITH SPRINGS
	POLY-BUSHED MOUNTING EYES
	SPHERICAL-BEARING MOUNTING EYES
	5.15" TRAVEL VARISHOCKS
	6.15" TRAVEL VARISHOCKS
	SECOND SET OF SPRINGS FOR TUNING

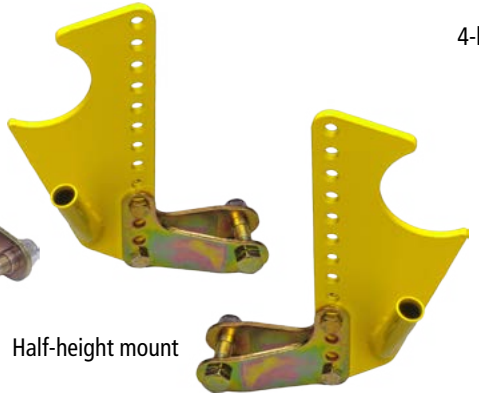
OPTION - Shock Accessories

ACCESSORY OPTIONS	SPRING SEAT THRUST BEARINGS
	COIL SPRING COMPRESSOR

OPTION - Rear Crossmember

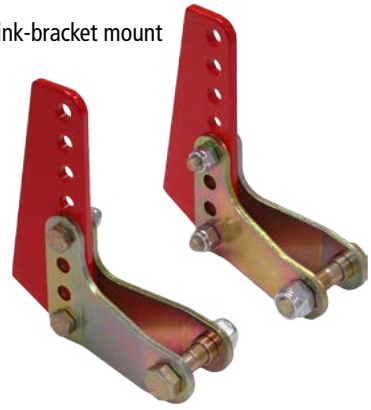
CROSSMEMBER OPTIONS	36"-WIDE X 1-5/8"-ROUND CROSSMEMBER
	48"-WIDE X 1-5/8"-ROUND CROSSMEMBER

Full-height mount



Half-height mount

4-link-bracket mount



OPTION - Lower Shock Mounts

LOWER SHOCK-MOUNT OPTIONS	FULL-HEIGHT 20-POSITION MOUNTS (FOR HOUSING WITHOUT BACK BRACE), SHOCKS, SPRINGS AND SEATS
	HALF-HEIGHT 10-POSITION MOUNTS (FOR HOUSING WITH BACK BRACE), SHOCKS, SPRINGS AND SEATS
	4-LINK 10-POSITION MOUNTS (FOR BATTLE CRUISER OR PRO STREET 4-LINK BRACKET), SHOCKS, SPRINGS AND SEATS

Notes

Notes

Notes

Terms and Conditions

ORDERING

Business Hours: We are open from 7:00 a.m. to 5:30 p.m., Pacific Time, Monday through Friday, and 8:00 a.m. to 1:00 p.m. Saturday. Call (800) 722 2269 for ordering only; tech support by email only: tech@cachassisworks.com. Our 24-hour fax number is (916) 388-0295.

Mail Orders: When submitting your order by mail, please provide the following information: name, billing address, shipping address, phone numbers, e-mail address, complete part numbers, quantities, and any special instructions.

Credit Card Orders: We accept Visa, MasterCard, Discover Card and American Express. Please have your credit card and the billing address available. In order to protect you and us from credit-card fraud, all credit-card orders must be shipped to the credit-card billing address. Many credit card companies allow multiple shipping addresses. If necessary, you may need to call your Issuing Bank and establish your "ship-to" address. All freight charges will be added to your shipment (except for truck shipments). Customer is responsible for all costs due to refused or missed shipments.

Foreign Orders: All foreign orders must be fully prepaid (including freight) in U.S. funds. Required duties and taxes are not the responsibility of Chassisworks and must be paid by the customer to the appropriate parties.

SHIPPING

All of our roll bars, roll cages, chassis, and welded clips are shipped by LTL truck, freight collect. Most other shipments can be sent by a small-package carrier — ground service. Available air-delivery options include: next-day service, 2-day service, 3-day service, or deferred air service to Alaska, Hawaii & Puerto Rico (combination of air and ground). You must inform us if you want your shipment by air service. Additional shipping fees will be applied to your order.

Truck: All truck shipments must be 100-percent prepaid. The shipment will go collect for the freight charges only. When receiving freight via truck, it is the customer's responsibility to verify that he/she is receiving all parts listed on the bill of lading and that all parts received are in good condition. If you sign for something you do not receive, neither the freight company nor Chassisworks/KP Components/Total Control Products/VariShock will be responsible for replacing the item.

RETURNS AND CLAIMS

No claims or returns accepted after 30 days from date of invoice. We will only accept a return on a part that has not been modified, is still in its original package, and is in like-new condition. You will be charged a 25-percent restocking fee on any returned goods. And you will be issued a credit with us for the balance of the price you paid for the returned part. Before returning a part, you must call us. You will be given a "Return Authorization Number" (RA#), which you must write on the outside of the box being returned. A copy of the original invoice must be included. All shipping charges on return packages must be prepaid; we will not accept a C.O.D. If, upon examination, all parts are returned and all parts are in a like-new condition, a credit will be issued less the 25-percent restocking fee. No returns on special-order parts (including, but not limited to, axles, FAB9™ housings, fiberglass, chassis, welded frames, any part made or ordered to customer specs, etc.). Springs are a tuning item and cannot be returned unless defective.

Back Orders: If any parts are back-ordered, they will be so noted on the invoice. Unless notified otherwise, we will ship the back-ordered parts as soon as they become available.

FREIGHT CLAIMS

All claims for damages, shortage, or loss must be made immediately with the carrier (i.e., UPS or the freight line). You must note any substantial damage to a package upon receipt of the shipment with the carrier. You may reorder any missing pieces from us. We will send you an invoice for the reordered parts, and you can use this invoice as proof to the carrier of replacement costs. Unfortunately, we cannot make these freight claims for you; however, if we can be of any assistance, please feel free to give us a call.

Missing Pieces: Although every effort is made to ensure that each part is packaged complete, inevitably, a component may be missing. You must check each kit as soon as you receive it against the parts list which is enclosed with each part. Any shortage must be reported immediately upon receipt of the product. Claims made after 10 days will not be honored.

WARRANTY NOTICE

There are NO WARRANTIES, either expressed or implied. Neither the seller nor manufacturer will be liable for any loss, damage or injury, either direct or indirect, arising from the use or inability to determine the appropriate use of any product. Before any attempt at installation, all drawings and/or instruction sheets should be completely reviewed to determine the suitability of the product for its intended use. In this connection, the user assumes all responsibility and risk. We reserve the right to change specification without notice. Further, Chris Alston's Chassisworks, Inc., makes NO GUARANTEE in reference to any specific class legality of any component. ALL PRODUCTS ARE INTENDED FOR RACING AND OFF-ROAD USE AND MAY NOT BE LEGALLY USED ON THE HIGHWAY. The products offered for sale are true race-car components and, in all cases, require some fabrication skill. NO PRODUCT OR SERVICE IS DESIGNED OR INTENDED TO PREVENT INJURY OR DEATH.

PRODUCT COLORS

Many of the items herein are colored for display purposes only. Your merchandise may arrive as bare metal, or in some finish other than that displayed in this catalog. Please read individual product descriptions for specifics on available finishes and/or discuss with your sales representative.

ALL PRICES ARE SUBJECT TO CHANGE. Revised: 04/01/13

The most current version of our terms can be viewed at the Chassisworks website — www.CAChassisworks.com/cac_terms.html.

VariShock
8661 Younger Creek Drive
Sacramento, CA 95828

Chassis-Builder Discounts!

Yes, your shop could qualify for special Builder-Program pricing on popular Chassisworks, KP Components, Total Control, and VariShock products!

For details and price quotes, please contact Carl Robinson at (800) 722-2269, Ext. 233 or crobinson@cachassisworks.com.

- **Toll-Free Order Line: (800) 722-2269**
- **Customer Service and International: (916) 388-0288**
- **24-Hour Fax: (916) 388-0295**
- **Tech Support: VariShock@cachassisworks.com**
- **Website: www.VariShock.com**

Product information for each of the Chris Alston's Chassisworks brands is available through its respective Website:

www.CAChassisworks.com
www.KPcomponents.com
www.TotalControlProducts.com
www.VariShock.com

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